

Preliminary Draft  
Tribal Environmental Impact Report  
(TEIR)

for the Viejas Hotel Project



prepared for

**VIEJAS**

The Viejas Band of Kumeyaay Indians  
5000 Willows Road  
Alpine, CA 91901

prepared by



BRG Consulting, Inc.  
304 Ivy Street  
San Diego, CA 92101

December 2011

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LIST OF APPENDICESAPPENDIX NO.

- A Notice of Preparation/Initial Study Checklist  
*Prepared by BRG Consulting, Inc.*  
*September 19, 2011*
- B Traffic Impact Analysis  
*Prepared by Linscott, Law & Greenspan, Engineers*  
*October 26, 2011*
- C Air Quality Impact Analysis  
*Prepared by Investigative Science and Engineering, Inc.*  
*December 2, 2011*
- D Noise Impact Analysis  
*Prepared by Investigative Science and Engineering, Inc.*  
*December 2, 2011*
- E Ground Water Analysis  
*Prepared by Brown & Caldwell*  
*July 2, 2001*
- F Visual Impact Analysis  
*Prepared by BRG Consulting, Inc.*  
*December 2011*

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# ACRONYMS

AM	morning
ADT	Average Daily Traffic
AMSL	Above Mean Sea Level
CARB	California Air Resources Board
CO	Carbon monoxide
DPLU	County of San Diego Department of Planning and Land Use
I-8	Interstate 8
IGRA	Indian Gaming Regulatory Act
LOS	Level of Service (for traffic)
NOx	Oxides of nitrogen
NO <sub>2</sub>	Nitrogen dioxide
O <sub>3</sub>	Ozone
PM	afternoon, evening
PM <sub>10</sub>	Particulate Matter, 10 microns or smaller in size
PM <sub>2.5</sub>	Particulate Matter, 2.5 microns or smaller in size
ROW	Right-of-way (road)
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SO <sub>2</sub>	Sulfur dioxide
sq ft, SF	square feet
TEIR	Tribal Environmental Impact Report
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geologic Survey
VOC	Volatile Organic Compounds
VP	Viewpoint
V/C	Traffic volume on a road segment divided by the standard capacity of that road design

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# SUMMARY

## S.1 Project Synopsis

The project is an approximately 150-room, five-story hotel, to be built adjacent to the existing Viejas Casino. The expansion will occur on a currently developed and paved area at the northeast corner of the casino. Most of this area is currently used as a bingo pavilion. Approximately 12,200 square feet (sq ft) of the project will be used to connect the new hotel lobby with the existing casino, and to provide space for an expansion of the existing buffet restaurant seating area.

The Casino currently offers approximately 133,000 sq ft of gaming area in a 325,000 sq ft casino. Current gaming offerings include 2,000 slot machines, 50 gaming tables, a 150-seat off-track betting venue, a 750-seat bingo pavilion, a special events venue, and five restaurants. The existing bingo pavilion will be removed, and the new hotel built in the vicinity of that site. Bingo will be relocated to a space within the existing Casino.

## S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

If the proposed project is implemented, no significant off-Reservation environmental effects would occur. This conclusion has been reached after analysis presented in the project Initial Study, Appendix A, and subsequent technical studies prepared addressing traffic, noise, air quality, ground water supply, and visual resources. As a result, no impact mitigation measures are required.

## S.3 Project Alternatives

An alternative on-Reservation site for the proposed hotel facilities would utilize the same off-Reservation roadways for access, and thus would not have less traffic impacts than the proposed project. A reduced project alternative would not serve all of the projected demand for these facilities, and the balance of what is not implemented by Viejas would likely be implemented by other existing casinos, which are located, on the average, farther from the County center of population, or by other, non-casino hotels. Because such alternatives would result in additional miles of vehicular travel compared to the proposed project, cumulative air emissions of such alternative hotel locations would be greater than those of the proposed project.

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# 1.0 PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

## 1.1 Project Description and Location

### 1.1.1 Precise Location/Boundary

The project site is located within the Viejas Indian Reservation, at 5000 Willows Road, in the unincorporated San Diego County Community of Alpine. The project is located within the northeastern portion of Section 30 (Range 3 East, Township 15 South) of the San Bernardino Base and Meridian, USGS 7.5-Minute Viejas Mountain Quadrangle. The regional location of the proposed project is shown in Figure 1. Figure 2 depicts the location of the proposed project relative to the boundaries of Viejas Reservation. The project site is adjacent to the northeast exterior walls of the existing casino, as shown in Figure 3. This area is located north of Willows Road and south of Viejas Creek on the southwestern area of the Viejas Reservation. Access to the casino is via east and west Willows Road, immediately north of Interstate 8 (I-8).

### 1.1.2 Project's Component Parts

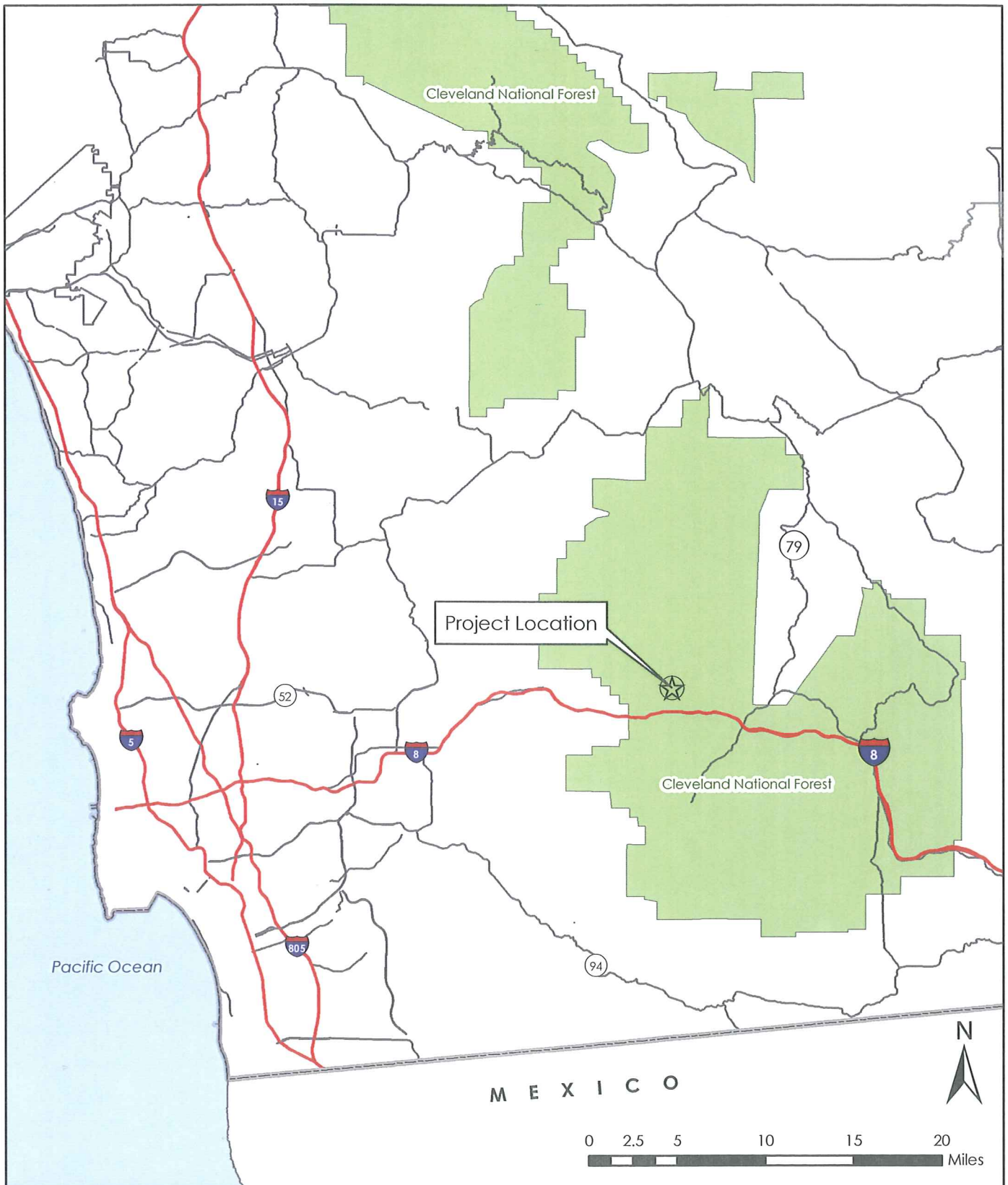
The project is an approximately 150-room, five-story hotel, to be built adjacent to the existing Viejas Casino. The expansion will occur on a currently developed and paved area at the northeast corner of the casino. Most of this area is currently used as a bingo pavilion. Approximately 12,200 sq ft of the project will be used to connect the new hotel lobby with the existing casino, and to provide space for an expansion of the existing buffet restaurant seating area.

The Casino currently offers approximately 133,000 sq ft of gaming area in a 325,000 sq ft casino. Current gaming offerings include 2,000 slot machines, 50 gaming tables, a 150-seat off-track betting venue, a 750-seat bingo pavilion, a special events venue, and five restaurants. The existing bingo pavilion will be removed, and the new hotel built in the vicinity of that site. Bingo will be relocated to a space within the existing Casino.

### 1.1.3 Project Background Information

#### 1.1.3.1 *History of Gaming on the Viejas Indian Reservation*

Gaming is one of the oldest forms of recreation, and Indian gaming predates European settlement in America. Large-scale tribal government gaming, mainly in the form of Bingo, began in the 1970s. In 1987, the United States Supreme Court recognized the right of American Indian tribal governments to run gaming, ruling that states had no Constitutional authority to prohibit or regulate gaming on Indian land if such gaming is permitted outside the reservation for any other purpose. Following the Supreme Court decision, Congress passed the Indian Gaming Regulatory Act (IGRA) to place some restriction on tribal government gaming. The IGRA separated gaming into three classes: Class I, traditional Indian social gaming; Class II, bingo, similar games and card games lawful in the state; and, Class III, all other forms of



SOURCE: SanGIS and BRG Consulting, Inc., 2011

9/15/11

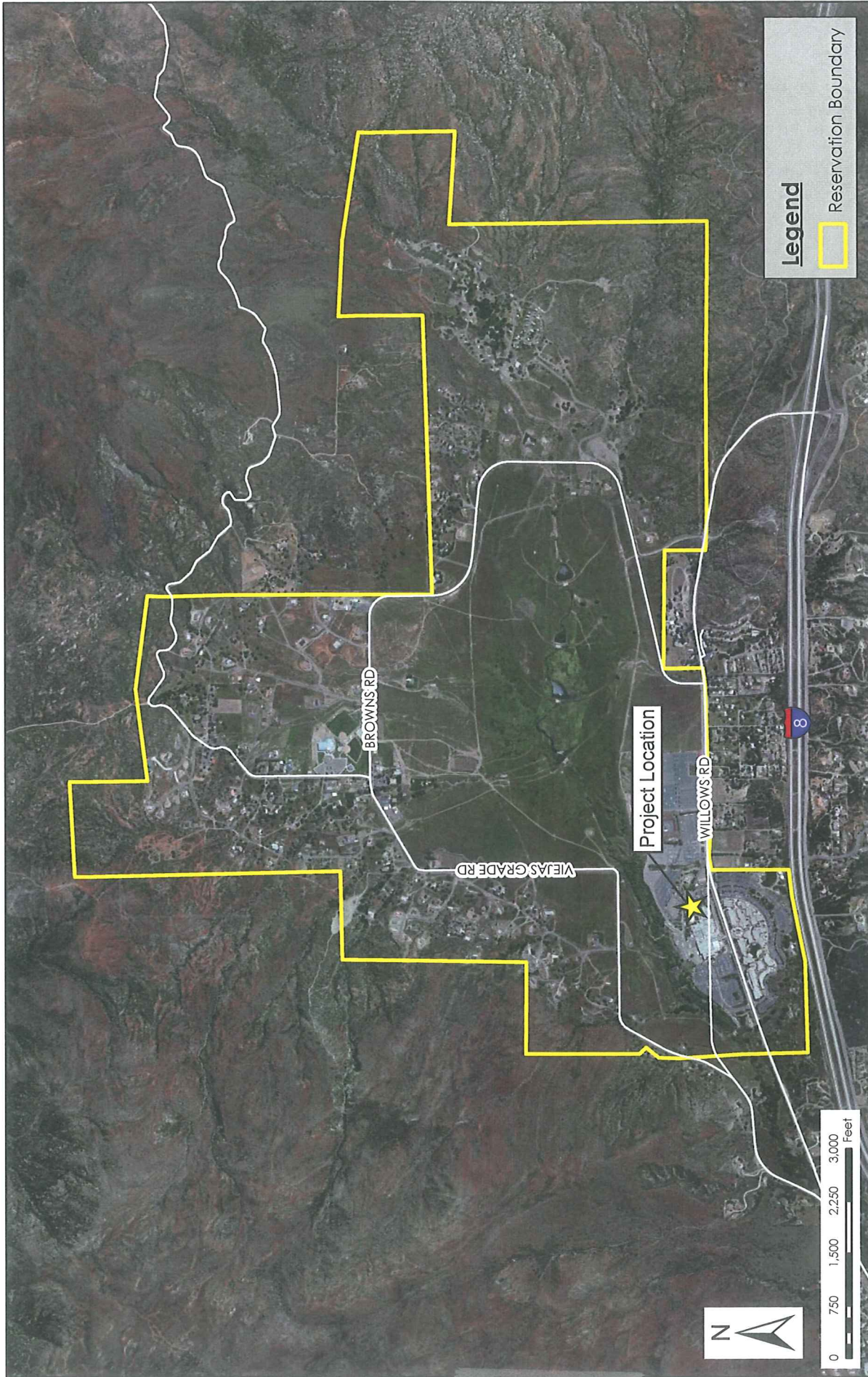


Viejas Hotel TEIR

## Regional Vicinity Map

FIGURE  
1-1





SOURCE: Bing Maps Aerial, 2011; BRG Consulting, Inc., 2011

Viejas Hotel TEIR

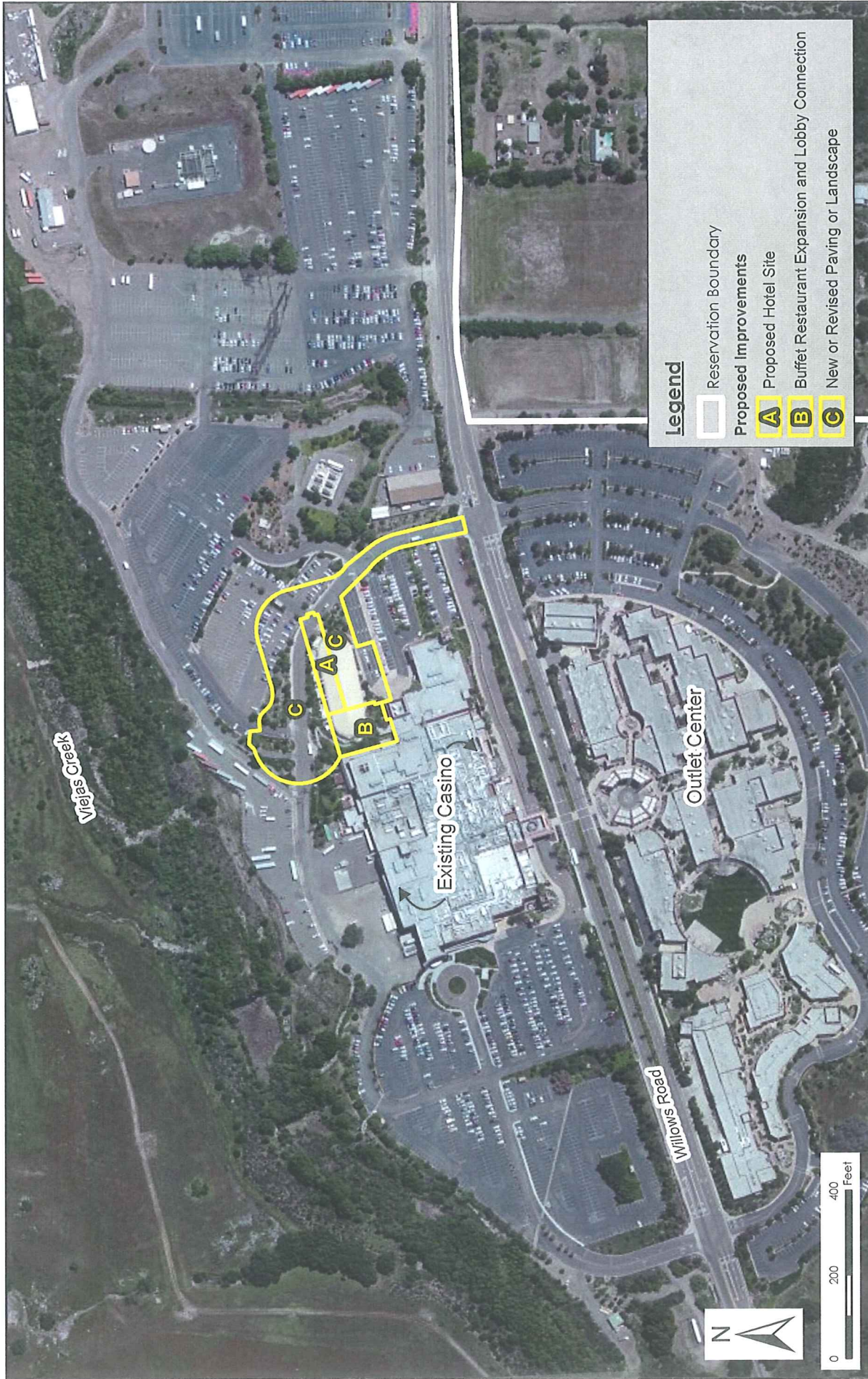
# Project Location Inside the Viejas Indian Reservation

FIGURE

1-2

9/15/11





SOURCE: Bing Maps Aerial, 2011; BRG Consulting, Inc., 2011; Viejas Enterprises, 2011

Viejas Hotel TEIR

# Proposed Hotel Site

12/2/11

FIGURE

1-3



gaming. The IGRA also gave limited jurisdiction for joint regulation of tribal government gaming to the states in the case of Class III gaming. This was accomplished through the requirement that tribes negotiate compacts with states.

On September 10, 1999, 58 tribal governments executed compacts with the State of California. The new compacts limited the number of slot machines in the state to those already in operation, and allowed 350 slot machines for each tribe that did not have gaming prior to September 1, 1999. There was also a maximum of 2,000 gaming devices per tribe, which includes existing devices, plus those drawn from a pool of devices. The compacts call for strict tribal-state-federal regulation of gaming as provided by the federal IGRA and as detailed in the compacts. Additionally, the compacts use funds from gaming device licensing fees for a revenue-sharing fund to provide revenue distributions to non-gaming tribes. The compacts also call for the allocation of up to 13 percent of net win revenues to cover the state costs of gaming regulation, funding impacts on local governments and a state problem gambling program, as well as appropriations as determined by the Legislature. Implementation of the compacts was subject to approval of Proposition 1A - the Indian Self-Reliance Initiative - which appeared on the March 2000 Ballot and was approved by the voters.

In June 2004, the State of California and the Viejas Band of Kumeyaay Indians agreed to an amendment to the 1999 Compact (Viejas Tribal-State Gaming Compact). A new hotel serving the Casino falls within the definition of a "Project" under the Compact. Exhibit A of the Compact amendment identifies the specific off-reservation environmental considerations to be addressed in evaluation of such a Project.

Indian tribes are using gaming revenues to build houses, schools, roads and sewer and water systems; to fund the health care and education of their people; and to develop a strong, diverse economic base for future generations. As a direct result of tribal gaming, unemployment and welfare subsidies have been drastically reduced on gaming reservations and tribal governments have begun to raise the revenues they have lacked for decades to fund basic governmental services, such as police, fire, health care, education and other government-provided programs. Tribal governments are using gaming proceeds to diversify their economics by entering into other enterprises.

## 1.2 Project Objectives

The purpose of the proposed project is to provide convenient hotel space for casino guests, improve entry to the facility, and increase the buffet size. The proposed hotel will facilitate tribal economic development and contribute to the economic viability of the tribe.

## 1.3 Intended Uses of this TEIR

Preparation of this Tribal Environmental Impact Report (TEIR) is required by the Viejas Tribal-State Gaming Compact. It serves to inform public agency decision-makers and the public generally of any anticipated significant off-Reservation environmental effects of the proposed project, to identify ways to minimize the significant effects, and to describe reasonable alternatives to the project (Compact, Section 10.8.1). If significant impacts from a project are identified, the TEIR provides a basis for discussion with local governments about how best to minimize such impacts.

The TEIR generally follows County Department of Planning and Land Use EIR Format and General Content Requirements, to the extent that those requirements are consistent with requirements of the Viejas Tribal-State Gaming Compact.

## 1.4 Environmental Setting

The project site is located north of Willows Road and south of Viejas Creek adjacent to the existing casino. The project area is developed with commercial uses. The Viejas Outlet Center is located south of the casino and south of Willows Road. Interstate 8 lies to the south of the Outlet Center, with residential areas of the community of Alpine south of I-8. Non-Reservation residential areas are also found along Willows Road, both to the east and west of the Reservation.

Viejas Creek is a restored perennial stream that provides native riparian habitat. The Tribal residential area lies to the north of Viejas Creek, as does land used for cattle grazing. Coast live oak trees are common throughout this area. The Cleveland National Forest lies to the north, east and west of the Reservation. Various private residential in-holdings lie between the Reservation and Cleveland National Forest.

## 1.5 List of Past, Present and Reasonably Anticipated Future Projects in the Project Area

Past development project on and outside the Reservation that are considered in this analysis include the original Viejas Casino and Outlet Center, a 45,000 sq. ft. Casino expansion developed in 2006, and the Albertson's shopping center project in Alpine, and development restrictions imposed by the Forest Conservation Initiative (FCI) of 1993, which expired in December 2010. Information regarding other current or anticipated near-term development projects located in the Alpine area was obtained from the County of San Diego Department of Planning and Land Use (DPLU) by LLG Engineers personnel, and is shown in Table 1-1. County development planning for private lands under County jurisdiction is found in the County General Plan Update, approved by the Board of Supervisors in August 2011. County planning for former FCI lands south of the Reservation are underway, but not yet completed. No EIR has yet been prepared for those anticipated changes.

## 1.6 Growth-Inducing Effects

The proposed project is the addition of an approximately 150-room hotel adjacent to the existing Viejas Casino. An additional 12,200 sq ft would be used to connect the hotel to the casino, and for food service purposes. None of the County of San Diego examples of projects that may have growth-inducing characteristics, as found in the DPLU EIR Format and General Content Guidelines (September 2006) relate to the proposed project. No utility or road infrastructure would be extended that could potentially induce nearby growth. No economic stimulus would occur such as that provided by golf courses, shopping centers, industrial facilities or residential specific plans. Finally, the proposed project does not involve a revision to local land use policies, such as General Plan amendments, annexations or rezoning.

**TABLE 1-1**  
**Summary of Cumulative Projects–Alpine Community Planning Area**

No.	County Processing No.	Project Name	Land Use	Intensity/Units	Daily Trips
1	3500 10-005	Cronin Light Industrial	Industrial Park	33,500 SF	536
2	3500 03-073-01	DGJM Self Storage	Storage	11,978 SF	240
3	3500 01-064-01	Alpine Regional Center Expansion	Specialty Retail	25,000 SF	1,000
			Bank with Drive-Thru	2,000 SF	400
4	3300 64-018-04	Alpine Convalescent	Convalescent	29 beds	87
5	3500 10-022	Victoria Village	Specialty Retail	5,525 SF	221
			Condominiums	4 dwelling units	32
6	3100 5431	Victoria Estates	Rural Estates	35 dwelling units	420
7	NA	Alpine High School	High School	1,100 students	1,430
8	NA	Library	Library	13,000 SF	650
				<b>Total Daily Trips</b>	5,016

Source: LLG Engineers, 2011

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## 2.0 SIGNIFICANT OFF-RESERVATION ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

There are no such environmental effects. No significant off-Reservation environmental effects would occur as a result of the project. Topics reviewed in detail to determine if they might result in a significant project impact include those identified in the Viejas Tribal-State Gaming Compact, the Initial Study, and Notice of Preparation of a Tribal EIR for the proposed hotel project. These topics are discussed in Chapter 4.0 of this TEIR, Environmental Effects Found Not To Be Significant.

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## 3.0 SIGNIFICANT OFF-RESERVATION ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT CAN BE MITIGATED

No potential off-reservation impacts have been found to result in significant impacts requiring mitigation, as demonstrated in Chapter 4.0, Environmental Effects Found Not To Be Significant.

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## 4.0 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

### 4.1 Effects Found Not Significant as Part of the TEIR Process

The project Initial Study (TEIR Appendix A) found that traffic, air quality, noise and aesthetic changes associated with the project might result in significant off-Reservation impacts. These environmental topics were addressed in this TEIR. Anticipated traffic impacts were found to be less than significant (see Section 4.2 below), while cumulative air quality impacts to non-attainment criteria pollutants (NO<sub>x</sub>, VOCs and PM<sub>10</sub>) were found to be less than significant. In addition, County personnel requested that the TEIR address potential impacts to ground water levels and odor. No other topics had effects found to be potentially significant in the Initial Study, thus requiring further TEIR review.

County of San Diego personnel, at a meeting held on Oct. 20, 2011 to discuss the proposed hotel, requested that Viejas provide “assurances” regarding a number of environmental topics found less than significant as part of the project Initial Study. These included assurances that:

- hazardous materials typically used at hotels will be handled in accord with State laws and regulations;
- surface water runoff impacts of the project will be less than significant;
- Viejas water reclamation plant has the capacity to treat the amount of estimated project effluent; and
- adequate emergency medical services (EMS) and law enforcement services will be provided.

Under provisions of Section 10.8.8 of the Viejas Tribal-State Compact of 2004, it is required that the Tribe commence negotiations with the County of San Diego before issuance of the Final TEIR to develop an enforceable written agreement with respect to all potential off-Reservation environmental effects, such as those in the bulleted list above. We believe that the discussions in the Initial Study for the project regarding these issues are adequate, and that, if the County needs such “assurances”, that the Tribal-County negotiations leading up to the written agreement is the appropriate vehicle for their discussion and resolution.

### 4.2 Transportation/Circulation

Information contained in this section is summarized from the *Traffic Impact Analysis, Viejas Hotel* prepared by Linscott, Law and Greenspan (December 12, 2011). The traffic impact analysis is provided in Appendix B to this TEIR.

## 4.2.1 Traffic Analysis Approach Background

### 4.2.1.1 Level of Service

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

### 4.2.1.2 Unsignalized Intersections

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and LOS was determined based upon the procedures found in Chapter 17 of the *2000 Highway Capacity Manual* (HCM), with the assistance of the *Synchro* (version 6 or 7) *Traffix* (version 8.0) computer software. A more detailed discussion of the LOS and methodology is provided in the traffic technical study (Appendix B of this TEIR).

### 4.2.1.3 Street Segments

The street segments were analyzed by comparing the average daily traffic (ADT) volume to the County of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. A more detailed discussion of these standards and thresholds are provided in the traffic technical study (Appendix B of this TEIR).

## 4.2.2 Existing Conditions

### 4.2.2.1 Project Study Area

The study area for this project encompasses areas of anticipated impact related to the project. The scope of the study area was developed based on the guidelines outlined in the "County of San Diego Report Format and Content Requirements – Transportation and Traffic – First Modification February 19, 2010" manual, existing traffic volumes to the Viejas Casino, the proposed project distribution, and a working knowledge of the location transportation system.

The intersections and segments included in the project study area are listed below. These locations were chosen since they will carry the majority of project traffic.

#### **A. Intersections**

1. Willows Road (West) / I-8 Westbound ramps
2. Willows Road (West) / I-8 Eastbound ramps
3. Willows Road (West) / Alpine Boulevard

4. Willows Road (East) / I-8 Westbound ramps
5. Willows Road (East) / I-8 Eastbound ramps

**B. Street Segments**

1. Willows Road – West of Viejas Casino/Hotel site
2. Willows Road – East of Viejas Casino/Hotel site

#### **4.2.2.2 Existing Circulation Network**

The roadways in the vicinity of the site that may be affected by the proposed project include Interstate 8 (I-8) and Willows Road. Figure 4.2-1 depicts the existing roadways and intersection configurations of the project area. The following provides a brief description of each of these roadways:

**Interstate 8 (I-8)** is an east/west facility that extends as a freeway from the San Diego area eastward to the California-Arizona border and beyond. It provides three lanes eastbound and two westbound lanes in the project area. The posted speed limit of I-8 is 70 mph in the project area. Local interchanges are provided at West Willows Road and East Willows Road.

**Willows Road** is constructed as a two lane undivided roadway east and west of casino and as a four-lane roadway along the casino frontage. According to the County of San Diego General Plan, Willows Road is classified as a Rural Light Collector east and west of the casino, and as a Boulevard in the immediate vicinity of the casino. Passing is allowed on some portions of the roadway. The speed limit is posted at 45 mph and 50 mph. Bus stops are provided on West Willows Road. Access to the project site is via the I-8 interchanges at West Willows Road and East Willows Road Only.

#### **4.2.2.3 Existing Traffic Volumes**

**A. Existing Traffic Volumes**

Figure 4.2-2 depicts the existing weekday traffic volumes on a peak hour and daily basis. It also shows the existing Saturday traffic volumes on a peak hour and daily basis.

**B. Existing Intersection Operations**

Table 4.2-1 summarizes the peak hour intersection operations for existing conditions in the project area. As shown, all the project area intersections are calculated to currently operate at acceptable service levels of LOS C or better on both a weekday and Saturday.

The reduction in traffic volumes is attributed to the improved performance of the unsignalized intersections, especially the critical eastbound left-turn movement at the Willows Road (West) / I-8 Eastbound ramps on a Saturday. The performance of unsignalized intersections greatly depends on gaps in the major traffic stream. With recent reductions of traffic volumes, more gaps are available, leading to reduced intersection delays and improved levels of service.





**TABLE 4.2-1**  
**Existing Intersection Operations**

Intersection	Control Type	Existing			
		Weekday		Saturday	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Willows Road (West)/I-8 WB Ramps	TWSC <sup>3</sup>	15.7	C	20.0	C
Willows Road (West)/I-8 EB Ramps	TWSC	13.7	B	20.8	C
Willows Road (West)/Alpine Boulevard	TWSC	12.5	B	11.6	B
Willows Road (East)/I-8 WB Ramps	TWSC	9.0	A	9.0	A
Willows Road (East)/I-8 EB Ramps	TWSC	9.6	A	9.9	A

Notes: <sup>1</sup>Average delay expressed in seconds per vehicle<sup>2</sup>Level of service<sup>3</sup>TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

Source: LLG, 2011.

### C. Daily Segment Levels of Service

Table 4.2-2 summarizes the existing weekday and Saturday segment operations along the key project area roadways. As shown, Willows Road is calculated to currently operate at acceptable levels of service with the exception of Willows Road – West of Viejas Casino, which is calculated to currently operate at LOS E on Saturday.

**TABLE 4.2-2**  
**Existing Street Segment Operations**

Street Segment	Classification	Capacity (LOS E) <sup>1</sup>	Weekday		Saturday		
			ADT <sup>2</sup>	LOS <sup>3</sup>	ADT <sup>2</sup>	LOS <sup>3</sup>	
Willows Road							
West of Viejas Casino	2-lane Rural Collector	16,200	7,730	D	11,810	E	
East of Viejas Casino	2-lane Rural Light Collector	16,200	2,440	B	2,730	B	

Notes: <sup>1</sup>Capacities based on County of San Diego Roadway Classification Table. <sup>2</sup>Average daily traffic volume.<sup>3</sup>Level of service.

Source: LLG, 2011.

Viejas has worked with County of San Diego staff and the local community to implement several traffic related improvements in the last few years. The following is a list of the improvements:

- Implemented double yellow striping on West Willows Road.
- Conducted a speed survey on West Willows Road which resulted in an increase in the use of radar detection and enforcement.
- Realigned the West Willows Road/Viejas Grade Road intersection and implemented lighting and guardrails.



- Relocated the bus turnout on West Willows Road.
- Install guardrails along a portion of East Willows Road.
- Require all bus and shuttles oriented to/from the Casino to the use East Willows Road.
- Require all Casino employees to use East Willows Road and implement disciplinary action to those who violate.
- Implemented traffic control procedures during special events that direct the majority of patrons to East Willows Road.

### 4.2.3 Guidelines for Determination of Significance

For purposes of this TEIR, a significant Transportation/Circulation impact would occur if implementation of the proposed project would:

- Cause an increase in off-reservation traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);*
- Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated off-reservation roads or highways;*
- Substantially increase hazards to an off-reservation design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or*
- Result in inadequate emergency access for off-Reservation responders.*

These criteria to determine significant traffic impacts are part of Exhibit A of the Viejas-State Compact. In general, if project-only traffic impact causes the thresholds in Table 4.2-3 below to be exceeded, the impacts are determined to be a direct significant impact. If the project together with other cumulative projects causes the thresholds to be exceeded, the impact is determined to be a cumulative significant impact.

Criteria b. and d. were addressed in the Initial Study, Appendix A of this document, and found to be less than significant. Regarding Criterion c., in order to identify if the project would contribute traffic to any specific hazardous off-reservation design features, LLG contacted the County of San Diego to retrieve accident data in the study area. The County could not provide data, and instead deferred to the California Highway Patrol (CHP), who did not provide data. No hazardous design features were identified. Therefore, the traffic report addressed Criterion a., regarding increased off-reservation traffic.

The following criterion was utilized to evaluate potential significant impacts, based on the *County of San Diego Guidelines for Determining Significance – Transportation and Traffic*, dated June 30, 2009 with a first modification effective February 19, 2010. The allowable ADT increases on LOS E/F operation roadways was obtained from County guidelines. Table 4.2-3 summarizes the thresholds based upon average operating conditions on County roadways. Table 4.2-3 also summarizes the allowable increases in delay or traffic volumes at signalized and unsignalized intersections. Exceeding these thresholds would result in a significant impact.

**TABLE 4.2-3**  
**County of San Diego Significance Criteria**  
**Project-Related Increases That Exceed the Level of Significance**

<b>Roadway Segments</b>			
<b>Level of Service</b>	<b>Two-Lane Road</b>	<b>Four-Lane Road</b>	<b>Six-Lane Road</b>
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT
<b>Intersections</b>			
<b>Level of Service</b>	<b>Signalized</b>		<b>Unsignalized</b>
LOS E	Delay of 2 seconds or less		20 or less peak hour trips on a critical movement
LOS F	Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement		5 or less peak hour trips on a critical movement

Source: LLG, 2011.

## 4.2.4 Analysis of Project Effects, Determination of Significant Impact

### 4.2.4.1 Project Trip Generation

Project trips consist of vehicular trips on the street system, which begin or end at the project site because of the proposed project. The project traffic generation calculations were conducted using trip generation rates published in the County of San Diego document titled *Traffic Needs Assessment of Tribal Development Projects in the San Diego Region (March 2003)*. The document indicates a trip rate of 3 trips per room for a hotel. The above document does not specify different trip rates between weekday and weekend timeframes. Hence, 3 trips per room were assumed for both weekdays and weekends.

Table 4.2-4 summarizes the proposed project's trip generation. The proposed hotel is calculated to generate 450 daily trips, with 32 trips (13 inbound/19 outbound) during the PM peak hour.

**TABLE 4.2-4**  
**Project Trip Generation**

<b>Land Use</b>	<b>Size</b>	<b>Daily Trip Ends (ADTs)</b>		<b>PM Peak Hour</b>			
		<b>Rate</b>	<b>Volume</b>	<b>% of ADT</b>	<b>In: Out</b>	<b>Volume</b>	
					<b>Split</b>	<b>In</b>	<b>Out</b>
Hotel	150 rooms	3/room	450	7%	40:60	13	19

Notes: Rate is based on County of San Diego document titled *Traffic Needs Assessment of Tribal Development Projects in the San Diego Region, March 2003*.

PM peak hour percentage and In/Out splits are based on "Resort Hotels" shows in SANDAG's (Not So) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002*.

Source: LLG, 2011.

#### 4.2.4.2 *Project Trip Distribution*

Trip distribution is the process of determining traffic percentage splits on the regional and local roadway network from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and upon the general location of other land uses to which project trips would originate or terminate.

Given that the hotel is proposed to be located adjacent to the existing Viejas Casino, existing traffic counts were used to deduce the traffic distribution percentages. It is important to note that employees working at the Viejas Casino are asked to use the East Willows Road interchange to offload traffic on West Willows Road, as reflected in the existing traffic counts. To be conservative the traffic study assumed all project trips from the west use the I-8/West Willows Road interchange.

Figure 4.2-3 depicts the project trip distribution percentages for the weekdays and Saturday, respectively.

#### 4.2.4.3 *Existing + Project Conditions*

##### **A. Intersection Analysis**

Table 4.2-5 summarizes the peak hour intersection operations for existing + project conditions on a weekday. With the addition of the proposed project traffic, all the project area intersections are calculated to continue to operate at LOS C or better.

Table 4.2-6 summarizes the peak hour intersection operations for existing + project conditions on a Saturday. With the addition of the proposed project traffic, all the project area intersections are calculated to continue to operate at acceptable LOS C or better.

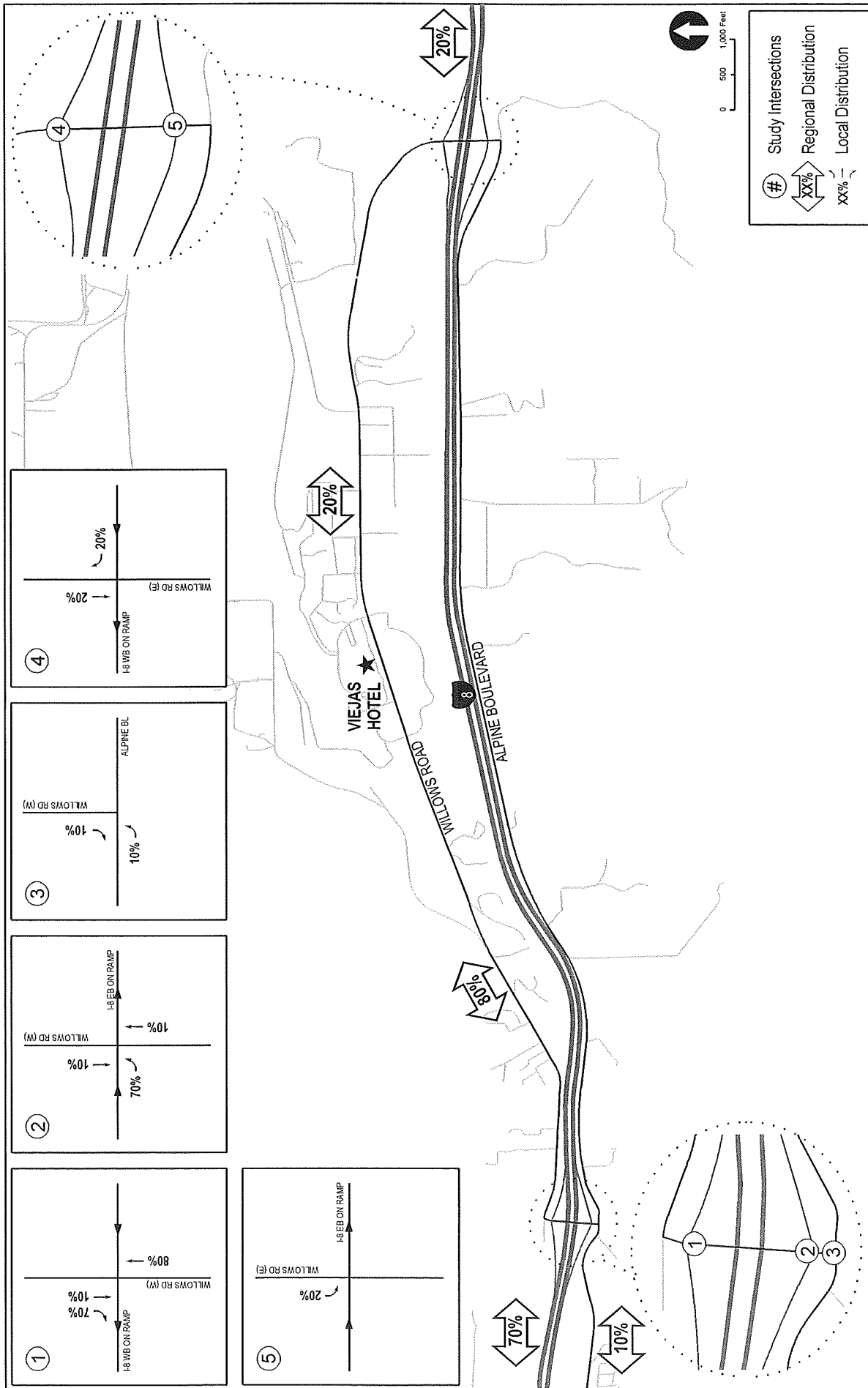
Therefore, peak hour intersection operations for existing + project conditions on a weekday and Saturday would continue to operate at acceptable levels of service and would not result in a significant traffic impact.

##### **B. Street Segment Operations**

Table 4.2-7 summarizes the weekday street segment operations. With the addition of proposed project traffic, Willows Road is calculated to continue to operate at acceptable LOS D or better. Therefore, no significant traffic impact is anticipated for weekday street segment operations.

Table 4.2-8 summarizes the Saturday street segment operations. With the addition of proposed project traffic, Willows Road – West of Viejas Casino is calculated to continue to operate at LOS E. The proposed project on this segment adds 360 ADT and exceeds the County's allowable threshold of 200 ADT on a 2-lane road at LOS E. While the County's threshold for street segments on a Saturday has been exceeded, a significant impact requiring mitigation on Willows Road – West of the casino is not determined for the following reasons:

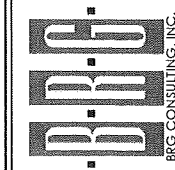
- The project is a low generating ancillary use to the Casino adding 360 ADT and 25/25 (AM/PM) peak hour trips on this segment.



SOURCE: Linscott, Law & Greenspan, 2011

Viejas Hotel TEIR

## Project Traffic Distribution



11/15/11

FIGURE

4.2-3

**TABLE 4.2-5**  
**Weekday Intersection Operations**

Intersection	Control Type	Existing		Existing + Project			Existing + Project + Cumulative Project			Significant Impact?
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Δ <sup>3</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Δ <sup>3</sup>	
Willows Road (West)/ I-8 WB Ramps	TWSC <sup>4</sup>	15.7	C	16.1	C	0	16.5	C	0	No
Willows Road (West)/ I-8 EB Ramps	TWSC	13.7	B	14.0	B	9	14.4	B	15	No
Willows Road (West)/ Alpine Boulevard	TWSC	12.5	B	12.5	B	0	12.7	B	0	No
Willows Road (East)/ I-8 WB Ramps	TWSC	9.0	A	9.0	A	3	9.0	A	3	No
Willows Road (East)/ I-8 EB Ramps	TWSC	9.6	A	9.7	A	0	9.7	A	0	No

Notes: <sup>1</sup> Average delay expressed in seconds per vehicle. <sup>2</sup> Level of Service.

<sup>3</sup> Denotes an increase in delay due to project. <sup>4</sup> TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

Source: LLG, 2011.

**TABLE 4.2-6**  
**Saturday Intersection Operations**

Intersection	Control Type	Existing		Existing + Project			Existing + Project + Cumulative Project			Significant Impact?
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Δ <sup>3</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Δ <sup>3</sup>	
Willows Road (West)/ I-8 WB Ramps	TWSC <sup>4</sup>	20.0	C	20.6	C	0	21.2	C	0	No
Willows Road (West)/ I-8 EB Ramps	TWSC	20.8	C	21.7	C	9	23.2	C	15	No
Willows Road (West)/ Alpine Boulevard	TWSC	11.6	B	11.6	B	0	11.7	B	0	No
Willows Road (East)/ I-8 WB Ramps	TWSC	9.0	A	9.0	A	3	9.0	A	0	No
Willows Road (East)/ I-8 EB Ramps	TWSC	9.9	A	9.9	A	0	9.9	A	0	No

Notes: <sup>1</sup> Average delay expressed in seconds per vehicle. <sup>2</sup> Level of Service.

<sup>3</sup> Denotes an increase in delay due to project. <sup>4</sup> TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

Source: LLG, 2011.

**TABLE 4.2-7**  
**Weekday Street Segment Operations**

Street Segment	Classification	Existing Capacity (LOS E) <sup>1</sup>	Existing		Existing + Project			Existing + Project + Cumulative Project			Significant Impact?
			ADT <sup>2</sup>	LOS <sup>3</sup>	ADT <sup>2</sup>	LOS <sup>3</sup>	Δ <sup>4</sup>	ADT <sup>2</sup>	LOS <sup>3</sup>	Δ <sup>4</sup>	
Willow Road											
West of Viejas Casino	2-lane Rural Light Collector	16,200	7,730	D	8,090	D	360	8,190	D	460	No
East of Viejas Casino	2-lane Rural Light Collector	16,200	2,440	B	2,530	B	90	2,530	B	90	No

Notes: <sup>1</sup>Capacities based on the County of San Diego Roadway Classification & LOS table. <sup>2</sup> Average daily traffic. <sup>3</sup>Level of service. <sup>4</sup>Denotes a project-induced increase in the average daily traffic.

Source: LLG, 2011.

**TABLE 4.2-8**  
**Saturday Street Segment Operations**

Street Segment	Classification	Existing Capacity (LOS E) <sup>1</sup>	Existing		Existing + Project			Existing + Project + Cumulative Project			Significant Impact?
			ADT <sup>2</sup>	LOS <sup>3</sup>	ADT <sup>2</sup>	LOS <sup>3</sup>	Δ <sup>4</sup>	ADT <sup>2</sup>	LOS <sup>3</sup>	Δ <sup>4</sup>	
Willow Road											
West of Viejas Casino	2-lane Rural Light Collector	16,200	11,810	E	12,170	E	360	12,270	E	460	No
East of Viejas Casino	2-lane Rural Light Collector	16,200	2,730	B	2,820	B	90	2,820	B	90	No

Notes: <sup>1</sup>Capacities based on the County of San Diego Roadway Classification & LOS table. <sup>2</sup> Average daily traffic. <sup>3</sup>Level of service. <sup>4</sup>Denotes a project-induced increase in the average daily traffic.

Source: LLG, 2011.

- The impact occurs only on a Saturday. Peak commuter traffic on this segment is calculated to operate at LOS D or better.
- According to the County of San Diego General Plan Update Alpine Mobility Element Network, the street segment operations on this portion of Willows Road have been accepted at LOS F.
- The intersections adjacent to this segment (Willows Road/I-8 WB ramps and Casino traffic signal) are calculated to operate at LOS D or better. Given the minimal side friction on Willows Road in this stretch, street segment operations may operate better than calculated.
- A portion of Willows Road along the casino frontage is currently built to 4-lanes, which helps in reducing congestion and improving overall street operations.

Because of the reasons listed above, no mitigation measures are proposed for existing + project conditions on Saturday street segment operations.

## 4.2.5 Cumulative Impact Analysis

### 4.2.5.1 *Identified Cumulative Projects*

Table 8-1 of the Traffic Study (Appendix B of this TEIR) summarizes the anticipated cumulative projects in the Alpine Community Planning Area. As indicated in the table, eight cumulative projects were identified in the project area. These projects are projected to generate 5,016 ADT with 495 total PM peak hour trips in the community of Alpine when constructed. The majority of the cumulative projects are distant from the project study area; therefore only a small portion of cumulative trips will be added to the project area. The cumulative summary is based on weekday trip rates, but was also applied to the Saturday peak hour to provide a conservative assessment of weekend cumulative traffic.

### 4.2.5.2 *Cumulative Projects Analysis*

#### **A. Intersection Analysis**

As shown in Table 4.2-5, with the addition of the proposed project and cumulative project traffic, all the study area intersections are calculated to operate at acceptable LOS C or better during the weekday.

As shown in Table 4.2-6, with the addition of the proposed project and cumulative project traffic, all the study area sections are calculated to continue to operate at acceptable service levels of LOS C or better on a Saturday.

Therefore, peak hour intersection operations for existing + project + cumulative project conditions on a weekday and Saturday would continue to operate at acceptable levels of service and would not result in a significant cumulative traffic impact.

#### **B. Street Segment Operations**

As shown in Table 4.2-7, with the addition of the proposed project and cumulative project traffic, Willows Road is calculated to continue to operate at acceptable LOS D or better during the weekday.

As shown in Table 4.2-8, with the addition of the proposed project and cumulative project traffic, Willows Road – West of Viejas Casino is calculated to operate at LOS E on a Saturday. The proposed project on this segment adds 460 ADT and exceeds the County's allowable threshold of 200 ADT on a 2-lane road at LOS E. While the County's threshold for street segments on a Saturday has been exceeded, a significant impact requiring mitigation on Willows Road – West of the casino is not determined for the following reasons:

- The project is a low generating ancillary use to the Casino adding 360 ADT and 25/25 (AM/PM) peak hour trips on this segment.
- The impact occurs only on a Saturday. Peak commuter traffic on this segment is calculated to operate at LOS D or better.
- According to the County of San Diego General Plan Update Alpine Mobility Element Network, the street segment operations on this portion of Willows Road have been accepted at LOS F.

- The intersections adjacent to this segment (Willows Road/I-8 WB ramps and Casino traffic signal) are calculated to operate at LOS D or better. Given the minimal side friction on Willows Road in this stretch, street segment operations may operate better than calculated.
- A portion of Willows Road along the casino frontage is currently built to 4-lanes, which helps in reducing congestion and improving overall street operations.

Because of the reasons listed above, no cumulative street segment impact would occur and no mitigation measures are proposed for existing + project + cumulative conditions on Saturday street segment operations.

## 4.2.6 Mitigation Measures

No significant direct or cumulative intersection impacts were calculated on a weekday or Saturday. Therefore, no mitigation measures are required.

No significant direct or cumulative street segment impacts were calculated on a weekday. Willows Road – West of the casino was calculated to exceed the County's ADT threshold for street segments on a Saturday. However, a significant impact requiring mitigation on Willows Road – West of the casino is not determined; therefore, no mitigation measures are proposed.

## 4.2.7 Conclusion

Implementation of the proposed project would not result in direct or cumulative traffic impacts.

# 4.3 Air Quality

## 4.3.1 Existing Conditions

### 4.3.1.1 *Regional Meteorology/Climate*

According to the ISE air quality report, Appendix C of this TEIR, the climate within the region surrounding the proposed Viejas Hotel site is characterized by warm, dry summers and mild, wet winters; it is dominated by a semi-permanent high-pressure cell located over the Pacific Ocean. This high-pressure cell maintains clear skies over the air basin for much of the year. It also drives the dominant onshore circulation, and helps to create two types of temperature inversions, subsidence and radiation, that contribute to local air quality degradation. Subsidence inversions occur during the warmer months, as descending air associated with the Pacific high-pressure cell meets cool marine air. The boundary between the two layers of air represents a temperature inversion that traps pollutants below it. Radiation inversion typically develops on winter nights, when air near the ground cools by radiation, and the air aloft remains warm. A shallow inversion layer that can trap pollutants is formed between the two layers.

### 4.3.1.2 *Local Meteorology*

In the area of the proposed project site, the maximum and minimum average temperatures are 88° F and 44° F, respectively. Precipitation in the area averages 16.9 inches annually, 90 percent of which falls



between November and April. Fog can occasionally develop during the winter. The prevailing wind direction at the project site is from the west-southwest, with an annual mean speed of 5 to 10 miles per hour. Frequently, the strongest winds in the basin occur during the night and morning hours due to the absence of onshore sea breezes. The overall result is a noticeable degradation in local air quality.

#### **4.3.1.3      *Applicable Rules, Regulations, Policies and Guidelines***

The project area resides entirely within a United States Federal Reservation under the auspices of the U.S. Bureau of Indian Affairs (BIA). The EPA is responsible for enforcing the Federal Clean Air Act of 1970 (United States Code, Title 42, Chapter 85) and subsequent amendments within all federally designated lands. The Clean Air Act (CAA) established the aforementioned NAAQS for the protection of human health and public welfare. The NAAQS represent the maximum levels of background pollution that provide an adequate margin of safety to protect the public health and welfare.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The California Clean Air Act of 1988 established CAAQS for criteria pollutants and additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. California Air Resources Board (CARB) is the state regulatory agency with authority to enforce regulations to achieve and maintain the CAAQS, except in areas where the local air quality management district has been given authority over stationary source emissions. CARB required each air basin to develop its own strategy for achieving the NAAQS and CAAQS and still maintains regulatory authority over these strategies as well as mobile source emissions statewide.

The San Diego County Air Pollution Control District (SDAPCD) is the local agency for the administration and enforcement of air quality regulations; it adopted the Regional Air Quality Strategy (RAQS) to comply with CARB requirements for developing this plan.

In 1979, the EPA required each state to prepare a State Implementation Plan (SIP), which describes how the state will achieve compliance with the NAAQS. A SIP is a compilation of goals, strategies, schedules, and enforcement actions that will lead the state (including areas within the San Diego Air Basin such as the Viejas Indian Reservation) into compliance with all federal air quality standards. Every change in a compliance schedule or plan must be incorporated into the SIP. The Clean Air Act Amendments (CAAA) established new deadlines for achievement of the NAAQS depending on the severity of nonattainment. The CAAA of 1990 also mandates states to develop an operating permit program that requires all major sources of pollutants to obtain an air permit, and contains programs designed to reduce mobile source emissions, and control emissions of hazardous air pollutants through establishing control technology guidelines for various classes of sources.

#### **Clean Air Act Conformity**

On November 30, 1993, the EPA instituted final rules for determining general conformity of state and federal air quality implementation plans. In order to demonstrate conformity with the Clean Air Act, a project must clearly demonstrate that it does not:

- Cause or contribute to any new violation of any standard in any area;
- Increase the frequency or severity of any existing violation of any standard in any area; or,

- Delay timely attainment of any standard, any required interim emission reductions, or other milestones in any area.

The conformity rule applies to all actions in areas that violate one or more of the federal air quality standards (nonattainment areas). A conformity analysis is required for each of the nonattainment pollutants or its precursor emissions. The EPA has developed specific procedures for conformity determinations, which include preparing an assessment of emissions associated with the action based on the most recent emission estimates.

#### New Source Review

A New Source Review (NSR) is required when a source has the potential to emit any pollutant regulated under the Clean Air Act in amounts equal to or exceeding the specified major source threshold (100 or 250 tons per year), which is predicated on the source's industrial category. A major modification to the source also triggers the need for an NSR.

A major modification is a physical change, or change in the method of operation, at an existing major source that causes a significant "net emission increase" at that source, of any pollutant regulated under the Clean Air Act. Any new or modified stationary emission sources require permits from the SDAPCD to construct and operate. Through the SDAPCD's permitting process, all stationary sources are reviewed and are subject to an NSR process. The NSR process ensures that factors such as the availability of emission offsets and their ability to reduce emissions are addressed and conform to the SIP.

#### SDAPCD Criteria Pollutant Standards

Pursuant to the California Health & Safety Code, jurisdiction for regulation of air emissions has been delegated to the San Diego County Air Pollution Control District (APCD). As part of its air quality permitting process, the APCD has established thresholds for the preparation of Air Quality Impact Assessments (AQIA's) and/or Air Quality Conformity Assessments (AQCA's). APCD Rule 20.2, which outlines these screening level criteria, states that any project that results in an emission increase equal to or greater than any of these levels, must:

*"... demonstrate through an AQIA . . . that the project will not (A) cause a violation of a State or national ambient air quality standard anywhere that does not already exceed such a standard, nor (B) cause additional violations of a national ambient air quality standard anywhere the standard is already being exceeded, nor (C) cause additional violations of a State ambient air quality standard anywhere the standard is already being exceeded, nor (D) prevent or interfere with the attainment or maintenance of any State or national ambient air quality standard."*

The applicable standards are shown in Table 4.3-1 below. For projects whose emissions are below these criteria, no AQIA is typically required, and project level emissions are presumed to be less than significant. The EPA accepts the use of these "screening criteria" as "**Thresholds of Significance**" by projects for the purposes of environmental analysis pursuant to the CAA.

**TABLE 4.3-1**  
**Thresholds of Significance for Air Quality Impacts**

<b>Pollutant</b>	<b>Thresholds of Significance (Pounds per Day)</b>	<b>Clean Air Act less than significant Levels (Tons per Year)</b>
Carbon Monoxide (CO)	550	100
Oxides of Nitrogen (NOx)	250	50
Oxides of Sulfur (SOx)	250	100
Particulate Matter (PM <sub>10</sub> )	100	100
Particulate Matter (PM <sub>2.5</sub> )	55	100
Volatile / Reactive Organic Compounds & Gasses (VOC/ROG)	75	50

Source: SDAPCD Rule 1501, 20.2(d)(2), 1995; EPA 40 CFR 93, 1993.

- Threshold for VOC's based on the threshold of significance for reactive organic gases (ROG's) from Chapter 6 of the CEQA Air Quality Handbook of the South Coast Air Quality Management District.
- Threshold for ROG's in the eastern portion of the County based on the threshold of significance for reactive organic gases (ROG's) from Chapter 6 of the CEQA Air Quality Handbook of the Southeast Desert Air Basin.
- Thresholds are applicable for either construction or operational phases of a project action.
- The PM<sub>2.5</sub> threshold is based upon the proposed standard identified in the, "**Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds**", published by SCAQMD in October 2006.

#### 4.3.1.4 Existing Air Quality

According to the ISE report, based on the most recent air quality monitoring station data, for the station closest to the project site, the station recorded zero 2010 exceedances of federal or state maximum hourly standards for nitrogen dioxide; four exceedances of maximum hourly state standards for ozone; 12 days in which 8-hour ozone levels exceeded federal standards, and 20 days in which they exceeded state standards; and zero exceedances of federal 24-hour PM<sub>2.5</sub> standards. ISE took an air quality sample at the project site and found "no respirable 10- and 2.5-micron particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>)" in the sample, and found no unusual toxic compounds present.

#### 4.3.2 Guidelines for Determination of Significance

Exhibit A of the Viejas-State Compact utilizes the following guidelines for determination of significance related to potential noise impacts.

- A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- B. *Would the project violate any air quality standard or contribute to an existing or projected air quality violation?*
- C. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*
- D. *Would the project expose off-Reservation sensitive receptors to substantial pollutant concentrations?*

*E. Would the project create objectionable odors affecting a substantial number of people off-Reservation?*

These guidelines were considered in the preparation of the project's Environmental Initial Study, attached to this document as Appendix A.

### 4.3.3 Analysis of Project Effects and Determination of Significant Impact

#### 4.3.3.1 Impact Analysis

##### Project Construction Emission Findings

Based on input from the project civil engineer, the proposed Viejas Hotel project site is expected to be cleared and remedially graded over the course of approximately 60 days per construction earthwork phase. Given this, anticipated construction equipment emission for CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and ROG were calculated by ISE, and tabulated in Tables 5a through 5c of the ISE Air Quality report. Based on the analysis, no significant air quality impacts are expected due to construction grading operations. Project emissions for any component of site development would not exceed 25% of APCD screening thresholds.

##### Fugitive Dust Emission Levels (PM<sub>10</sub>, PM<sub>2.5</sub>)

Construction activities are also a source of fugitive dust emissions that may have a substantial, but temporary, impact on local air quality. These emissions are typically associated with land clearing, excavating, and construction of a proposed action. Substantial dust emissions also occur when vehicles travel on paved and unpaved surfaces, and haul trucks lose material. Dust emissions and impacts vary substantially from day to day, depending on the level of activity, the specific operation being conducted, and the prevailing meteorological conditions. Wet dust suppression techniques, such as watering and/or applying chemical stabilization, would be used during construction to suppress the fine dust particulates from leaving the ground surface and becoming airborne through the action of mechanical disturbance or wind motion. Assuming a median 60% control efficiency, due to the aforementioned watering yields a total fugitive dust generated load of 4.5 pounds per day. This level is far below the 100 pounds per day threshold established by the SDAPCD. Therefore, no impacts are expected from this phase of construction. The commensurate PM<sub>2.5</sub> level would be 0.9 pounds per day, which is also below the proposed threshold of significance of 55 pounds per day for this pollutant.

The precise extent of unpaved road travel due to construction activities is also unknown at this time. For the purposes of analysis, it will be assumed that contractors' vehicles moving onsite would traverse a total of 10 miles per day (VMT) during the earthwork and site preparation phases moving fill material from an onsite borrow-pit area. ISE calculations indicate that there would be approximately 9.2 pounds of PM<sub>10</sub> generated per day from unpaved road travel. This activity alone would not generate a significant impact. The commensurate PM<sub>2.5</sub> level for such travel would be 1.9 pounds per day, which is also below the applicable threshold of significance.

#### Combustion-Fired Health-Risk Emission Levels (PM<sub>10</sub>, PM<sub>2.5</sub>)

Onsite construction equipment was found to generate worst-case daily pollutant levels during the rough grading phase. These emissions are assumed to occur over any given 24-hour day (thereby providing an upper bound on expected emission concentrations) and direct comparison with CAAQS standards. Although all stable criteria pollutants are provided, it should be noted that for cancer-risk potential, only combustion-fired PM<sub>10</sub> particulates are considered with PM<sub>2.5</sub> concentrations being determined through the aforementioned fractional emission estimates. The proposed Viejas Hotel project site has a maximum working footprint of roughly 115,580 square-feet (10,738 m<sup>2</sup>) based upon data obtained from the project site plans. The aggregate Tier 0 mitigated emission rates for the various criteria pollutants, in grams per second, and grams per square-meter (m<sup>2</sup>) per second, are shown in Appendix C, Table 6. The expected combustion-fired construction emission concentrations from the SCREEN3 modeling are shown in ISE Report Table 7.

Based upon the model results, all criteria pollutants were below the recommended health risk level with a PM<sub>10</sub> risk probability of 0.311% per 70-year exposure duration, assuming the implementation of T-BACT. Given this, no significant carcinogenic impact potential is expected due to proposed grading operations. Additionally, the analysis identified a worst-case PM<sub>10</sub> level of 10.4 µg/m<sup>3</sup> occurring at a distance of 291 meters (954 feet) from the project site. This pollutant concentration is below the California Ambient Air Quality Standard (CAAQS) of 50 µg/m<sup>3</sup> established by the State for any given 24-hour exposure period.

Finally, anticipated diesel-fired PM<sub>2.5</sub> levels would not be expected to exceed 9.5 µg/m<sup>3</sup>, which is also below the Federal NAAQS 24-hour threshold of 35 µg/m<sup>3</sup> (there are no State thresholds for this pollutant). No cumulative contribution of PM<sub>2.5</sub> from the site would be physically possible due to the reasons cited above.

#### VOC Emission Potential from Architectural Coatings

Following the analysis methods identified in the SCAQMD CEQA Handbook for Volatile Organic Compound (VOC) emissions due to architectural coatings, ISE calculated projected VOC emission levels. Due to the nature of the project design at this point, exact painting quantities are unknown. It is expected that the proposed Viejas Hotel contractors could completely finish paint a maximum of 5,000 square-feet of usable surface area every day. Based on this assumption, and on others described in the air quality report, ISE projected a total unmitigated architectural generated VOC level of 71.2 pounds per day. It can be shown that the VOC load can be reduced by a factor of  $2.56 / 7.12 = 0.36$  through the application of Low VOC paints. This would produce final VOC levels of  $0.36 \times 71.2 = 25.6$  pounds of VOC per day. No significant air quality impacts would be expected.

#### Odor Impact Potential from the Proposed Hotel Site

The inhalation of VOCs causes smell sensations in humans. These odors can affect human health in four primary ways:

- The VOCs can produce toxicological effects;
- The odorant compounds can cause irritations in the eye, nose, and throat;
- The VOCs can stimulate sensory nerves that can cause potentially harmful health effects; and,

- The exposure to perceived unpleasant odors can stimulate negative cognitive and emotional responses based on previous experiences with such odors.

Development of the proposed project site could generate trace amounts (less than 1  $\mu\text{g}/\text{m}^3$ ) of substances such as ammonia, carbon dioxide, hydrogen sulfide, methane, dust, organic dust, and endotoxins (i.e., bacteria are present in the dust). Additionally, proposed onsite uses could generate substances such as volatile organic acids, alcohols, aldehydes, amines, fixed gases, carbonyls, esters, sulfides, disulfides, mercaptans, and nitrogen heterocycles. It should be noted that odor generation impacts due to the project are not expected to be significant, since any odor generation would be intermittent and would terminate upon completion of the construction phase of the project. Further, there are no known modifications to the existing reservation wastewater treatment plant (WWTP) planned as part of the project. As a result, no significant air quality impacts are expected to nearby residential receptors.

#### Project Vehicular Emission Levels

The Viejas Hotel building project is expected to have a worst-case trip generation level of 450 ADT based upon the cumulative trip generation produced for the proposed project. The average one-way trip length would be 25.0 miles given the average service radius of the proposed facility. A median speed of 45 MPH was used, consistent with average values observed (i.e., combined highway and surface street traffic activity). The calculated daily emission levels due to travel to and from the site are shown in ISE Report Table 8 for the aggregate project trip generation. Based upon these calculations, no significant impacts for any criteria pollutants were identified.

#### Predicted CO / NO<sub>x</sub> / PM<sub>10</sub> / PM<sub>2.5</sub> Concentration Levels

Table 9 of Appendix C lists the roadway segments identified by the traffic engineer for the cumulative build out plus project scenario, the predicted peak hour traffic volume, and the expected CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions at 100 feet from the road centerline (minimum possible standing receptor distance). Based upon the dispersion model findings, no localized criteria pollutant impacts were identified for any roadway segment examined. The roadway segments examined were found to comply with the CAAQS and NAAQS standards.

#### Predicted Operational Emission Levels

Fixed emission sources associated with hotel operation would consist entirely of small gasoline engines used with lawn mowers and landscaping equipment as well as emissive sources from natural gas powered appliances (such as hot water heaters, stoves, etc.). Each of these sources is discussed below.

#### **Small Gasoline Engine Emission Sources**

Landscaping equipment utilized in the course of maintenance of the Viejas Hotel project site typically would consist of a five horsepower four-stroke lawnmower and a small weed trimmer having a two-stroke engine with approximately 30 to 50 cubic centimeters of displacement.

For the purposes of analysis, the proposed hotel structure has been treated as a {CARB-classified} multi-family residential space consisting of an aggregate of approximately 156 use spaces distributed across a single building. This equates to the following fixed emission levels in pounds per day for the project

development plan: CO: 43.8, NOx: 0.8, SOx: 0.0, PM<sub>10</sub>: 0.1, ROG: 4.9. These sources would be classified as insignificant sources, and would not generate an air quality impact.

#### **Natural Gas Emission Sources**

Natural gas consumption (typically due to usage of central heating units and water heaters) would produce the following approximate total pounds per day of combustion emissions: CO: 0.8, NOx: 2.0, SOx: 0.0, PM<sub>10</sub>: 0.0, ROG: 0.2. These sources would be classified as insignificant sources, and would not generate an air quality impact.

#### **4.3.3.2 Conclusions**

The aggregate emission levels produced by the proposed Viejas Hotel plan are summarized in Table 10 of the ISE Report. Based upon the ISE findings, no significant off-Reservation air quality impacts are anticipated during either the construction or operational phases of the project.

#### **4.3.3.3 Mitigation Measures**

With no significant off-Reservation air quality impacts identified for the project, no mitigation measures are required.

### **4.4 Noise**

#### **4.4.1 Existing Conditions**

##### **4.4.1.1 Site Characterization**

The proposed Viejas Hotel site consists of approximately 2.5 acres, located at 5000 Willows Road, within the Viejas Indian Reservation (a Federal Reservation) in eastern San Diego County. The site is directly east of the existing Viejas Casino structure and north of the Viejas Outlet Center. Regional access to the site is obtained from Willows Road, via U.S. Interstate 8 (I-8). The Viejas Hotel site is a fully disturbed land use having a mean elevation of approximately 2,320 feet above mean sea level (MSL) and residing within the footprint area of a temporary bingo pavilion structure. The site is entirely enclosed by reservation property and is surrounded by parking lots, a central plant, and a site maintenance building (see Figures 2b and –c on Page 4 of the ISE Acoustics report, Appendix D of the TEIR).

##### **4.4.1.2 Existing Condition Survey**

A single monitoring location was selected at the entrance to the project site for the purpose of determining the ambient baseline traffic and community noise conditions. The instrumentation location, denoted as Monitoring Location ML 1 was the south shoulder of Willows Road immediately east of the Outlet Center and is shown in ISE Acoustics report Figure 4a. Measurements were performed on November 30, 2011, between 9:30 a.m. and 10:30 a.m., with normal traffic flow conditions in the vicinity of the project site. The ambient sound level value of  $L_{eq-h}$  at that location was 57.2 dBA, with  $L_{max} = 74.9$  dBA and  $L_{min}$  at 47.0 dBA. Measurements collected reflect the ambient daytime community sound levels in the vicinity of the proposed project site.

## 4.4.2 Guidelines for Determination of Significance

Exhibit A of the Viejas-State Compact utilizes the following guidelines for determination of significance related to potential noise impacts.

- A. *Would the project result in exposure of off-reservation persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- B. *Would the project result in exposure of off-reservation persons to excessive groundborne vibration or groundborne noise levels?*
- C. *Would the project result in a permanent increase in ambient noise levels in the off-reservation vicinity of the project?*
- D. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the off-reservation vicinity of the project?*

The proposed Viejas Hotel project would, as a project located on a federal reservation, be subject to the guidelines of the Noise Control Act of 1972. These standards define land use compatibility in terms of future and/or predicted noise exposure levels. The U.S. EPA acceptability standards for land use categories applicable to the site and nearby land uses are 55 dBA  $L_{eq(24)}$  for residential areas, and 70 dBA  $L_{eq(24)}$  for commercial areas. See Appendix D, Table 1 for more details. For the purposes of impact assessment within this report, the applicable standard would be 55 dBA  $L_{dn}$  as measured at any nearby sensitive residential receptors. This standard would be applicable to both operational and construction noise emissions from the proposed hotel site.

## 4.4.3 Analysis of Project Effects and Determination of Significant Impact

### 4.4.3.1 Impact Analysis

#### Construction Noise Impact Assessment Approach

Major construction noise emission generators would consist primarily of activities associated with site clearing and demolition, underground utility work, and remedial grading and surface paving activities. Construction noise present at the project site was based upon past measured levels and sources from EPA of each expected equipment type, the duty cycle of each of the equipment components, and the expected average noise level (over a given 12-hour workday), as well as the expected worst-case noise level at the nearest sensitive receptor. Cumulative (i.e., worst case aggregate) levels were calculated for a range of expected worst-case noise emissions from proposed equipment at the closest sensitive receptor, and compared against U.S. EPA recommended noise threshold.

Construction within the proposed project area would typically occur between the hours of 7:00 a.m. and 3:00 p.m. Monday through Friday. The nearest sensitive residential receptor area would be, at a minimum, approximately 1,230-feet from any construction activity area. As can be seen in Table 3 of the ISE Acoustics report, predicted worst-case construction noise levels could be as high as 75.5 dBA  $L_{eq12h}$  at 50-



feet, with a resultant receptor level of 47.7 dBA  $L_{eq12h}$ . This level is below U.S. EPA noise abatement threshold and is not expected to generate significant impacts.

#### Traffic Segment Impact Assessment Approach

The ISE RoadNoise v2.4 traffic noise prediction model, which is based upon the Federal Highway Administration's RD-77-108 Noise Prediction Model with FHWA/CA/TL-87/03 noise emission factors, was used to calculate the increase in vehicular traffic noise levels, due to the proposed Viejas Hotel project site, along all identified major servicing roadways.<sup>8</sup> The model assumed a 'hard-site' propagation rule and a 95/3/2 mix of automobiles/midsize vehicles/trucks, thereby yielding a representative worst-case noise contour set.

The traffic scenarios examined by ISE consisted of near-term weekday and weekend project traffic noise along Willows Road, both east and west of the Viejas Casino main entrance. For each roadway segment examined, the worst case average daily traffic volume (ADT) and observed/predicted speeds are shown in Appendix D, Table 4, along with the corresponding reference noise level at 50-feet (in dBA). In addition, the line-of-sight distances from the roadway centerline to the 60 through 75 dBA  $L_{dn}$  contours are provided as an indication of the worst-case unobstructed theoretical traffic noise contour placement. As can be seen in the table, future cumulative traffic noise levels would be expected to increase in the vicinity of Willows Road by a worst case 1.8 dBA  $L_{dn}$  west of the main casino entrance, and by 0.5 dBA  $L_{dn}$  east of the entrance. This would not be deemed a significant impact. Further, the projected noise contours would not expose existing sensitive receptor areas to adverse noise levels as defined by the EPA.

#### Stationary Onsite Noise Assessment Approach

Finally, proposed stationary onsite noise sources, consisting of ten 20-ton rooftop-mounted HVAC units were modeled in a three-dimensional fashion using the ISE Industrial Source Model (IS3)v4.0.10. The IS3 model calculates the predicted acoustic field pattern using a vector-based summation of all source-receptor pairs. The resulting output consists of an isogram containing the predicted acoustic field. The proposed HVAC units were modeled as simultaneously operating spherical radiators under worst-case propagation conditions (continuous and simultaneous operation). Significant sound attenuation features of the structure consisted only of the proposed five-foot-high rooftop parapet.

Based on the ISE sound contour plot, it was found that all sound emissions above 55 dBA would remain effectively confined within the five-foot-high rooftop parapet. The 50-dBA  $L_{eq-h}$  contour would remain within the confines of the reservation boundaries. The 45-dBA contour is expected to extend into nearby off-reservation parcels, but would not constitute an impact as defined by U.S. EPA standards. Given this, no significant noise impacts from project HVAC equipment are anticipated.

### **4.4.3.2 Conclusions**

Based on the ISE analysis, no significant air noise impacts are anticipated off-Reservation during either the construction or operational phases of the project.

#### 4.4.3.3 *Mitigation Measures*

With no significant off-Reservation noise impacts identified for the project, no mitigation measures are required.

## 4.5 Ground Water Availability

### 4.5.1 Existing Conditions

#### **A. Ground Water Supply**

Existing ground water conditions for the Viejas watershed were addressed by Brown & Caldwell Engineers in their July 2001 report, "Viejas Indian Reservation Water and Wastewater Master Plan" (TEIR Appendix E). Brown & Caldwell determined that the basin encompassed approximately 5,750 acres, ranging from Viejas Mountain in the west, to Chiquito Peak on the east, from Poser Mountain in the north, to the hills south of I-8 in the south. A map of the basin boundaries is shown in Figure 2-3 of Appendix E of this TEIR.

Based on guidance from San Diego County DPLU personnel regarding similar basins (pers. comm. John Peterson, March 2001), Brown and Caldwell estimated that ground water recharge of the basin, on the average, would be approximately 0.12 acre-feet per year per acre, or a total of 690 acre-feet per year (AFY). According to Brown & Caldwell, "The unit recharge rate was developed from precipitation data collected over many years. Therefore, the 690 AFY [value] should be considered a long-term average recharge rate. There are many years, sometimes consecutively, that little or no precipitation occurs." "[F]or planning purposes, the safe yield is nominally taken as being equal to the recharge rate for a particular year." Therefore, the average safe yield for the Viejas basin would be approximately 690 AFY. For moderate drought conditions, Brown & Caldwell assumed a minimum basin safe yield of 450 AFY, approximately 2/3 of the long-term average value.

County of San Diego DPLU prepared generalized basin-by-basin calculations for the 2,000 square miles under County jurisdiction that were found to be ground water-dependent. The results of those calculations for the Viejas basin are summarized in Table C-80 of Appendix C of Appendix D of the County's General Plan Update, attached at the end of this section. The information in Table C-80 is viewed by County hydrology personnel as a very generalized look at existing and future conditions in the Viejas basin, due to the requirements of the hydrologic analysis for 2,000 square miles (pers. comm. J. Bennett, 11/11). Since the Reservation is a sovereign entity, and not subject to County regulations, in their planning work DPLU "white-holed" the Reservation, and addressed only the basin area outside Viejas Reservation. This was found to total 5,791 acres. Maximum ground water in storage under that area was estimated at 2,224 AF, while average ground water recharge for the area was estimated at 816 AFY.

The County's analysis of changes in ground water in storage over time, shown below Table C-80, and based on the "Referral Map Buildout" indicates that ground water in storage in the part of the basin studied by the County varies between 2,224 AF during wet years and a minimum of approximately 1,640 AF during drought years. Storage during drought years is thus estimated by the County at approximately 73 percent of wet years.

**Table C-80**  
**Viejas Basin**  
**Groundwater in Storage Calculations**

**Important Note:** The results presented are a screening level analysis of the basin and should not be relied upon for any purposes other than the General Plan Update EIR. Please refer to Section 5.2 of this study for limitations associated with these results. Site-specific hydrogeologic investigations are required to evaluate localized impacts to groundwater resources within this basin.

Size (Acres)	5791
Modeled Maximum GW in Storage (AF)	2224
Modeled Average GW Recharge (AFY)	816

Scenario	Estimated GW Demand (AFY)	Estimated Average GW in Storage	Estimated Minimum GW in Storage
Existing Conditions	156	93%	76%
Current General Plan Buildout	173	91%	72%
Referral Map Buildout	171	92%	73%
Draft Land Use Map Buildout	171	92%	73%
Hybrid Map Buildout	171	92%	73%
Environmentally Superior Buildout	164	92%	74%
Cumulative Impacts Buildout	270	82%	50%

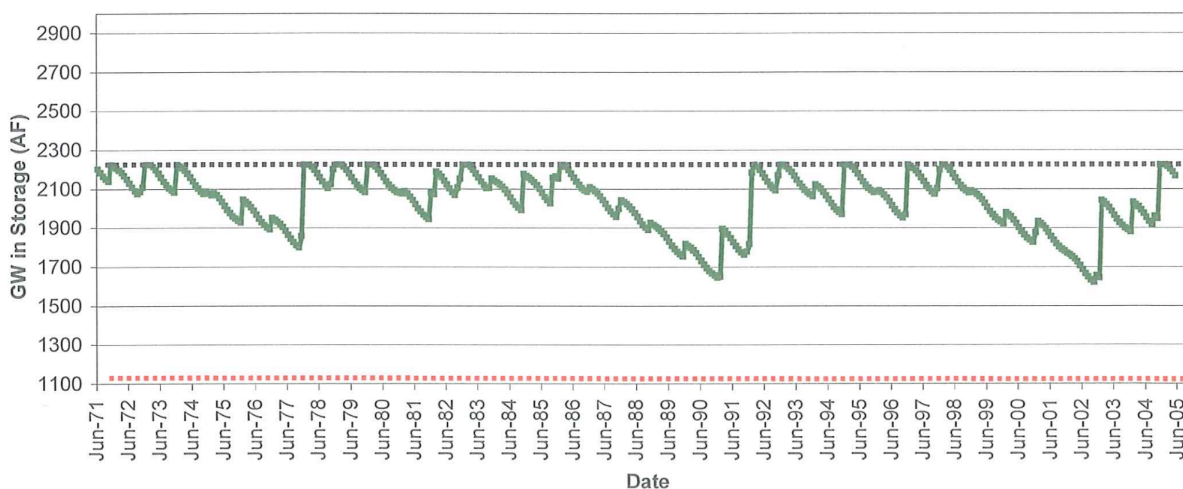
**Note:** Future predicted change in the amount of groundwater in storage for scenarios is based upon historical precipitation from July 1971 to June 2005. Scenarios with estimated groundwater in storage at or below 50% at any time are considered to have a potentially significant impact to groundwater resources.

AF - Acre-Feet

AFY- Acre-Feet Per Year

GW - Groundwater

**Change of GW in Storage - Referral Map Buildout**



## B. Ground Water Use

Existing ground water use on the Viejas Reservation and on adjacent tribally owned non-Reservation uses such as Alpine Springs Resort were addressed by Brown & Caldwell Engineers in their July 2001 report. Past and projected water use values are summarized in Table 4.5-1. In the top portion of the table, the projected 2011 values utilize information from the Brown & Caldwell report to indicate increases in water use due to additional residential development on the Reservation, as well as the result of the 25,000 SF expansion of the Casino approved in early 2006. The 2001 value column utilizes Brown & Caldwell's estimate of 50 AFY water use for off-Reservation residential use, while the projected 2011 column uses information found by BRG that 112 private parcels within the watershed boundary were vacant in 2005, and, at 0.5 AFY per

residence, per DPLU guidance, would use an additional 56 AFY if they were all developed. The table indicates that, under average precipitation conditions, recharge of the basin would total approximately 293 AF (in excess of existing withdrawal, while net recharge would total 53 AF even in a drought).

The County's Table C-80 indicates that, under any specific development plans identified during the General Plan Update process, estimated ground water demand for the area outside the Reservation would vary between 164 and 173 AFY. Thus, anticipated future demand as a function of projected minimum ground water in storage would range between 72 and 74 percent for the portion of the basin outside the Reservation, a value greater than the County's 50 percent criterion.

## 4.5.2 Guidelines for Determination of Significance

Exhibit A of the Viejas-State Compact utilizes the following guidelines for determination of significance related to potential noise impacts.

- B. *Would the project substantially deplete off-reservation groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Table 4.5-1  
Existing Viejas Basin Water Use, 2011

WATER USE CATEGORIES	units	projected		Source (1)
		2001 value	2011 value	
Residential (gallons per day (gpd))(including Alpine Springs Resort, off-Res.)	gpd	41,000	112,300	B&C, Table 2-2
Institutional	gpd	8,000	8,200	B&C, Table 2-2
Existing Casino (300,000 SF)	gpd	107,000	107,000	B&C, Table 2-3
Existing Outlet Center (2)	gpd	18,500	18,500	B&C, Table 2-3
2006 Casino Expansion (25,000 SF)	gpd		9,000	BRG calculation
TOTAL, existing uses	gpd	174,500	255,000	BRG calculation
<b>TOTAL, acre-ft-year (gpd/875)</b>	afy	<b>199.4</b>	<b>291.4</b>	BRG calculation
Average basin safe yield (3)	afy	690	690	B&C, Page 2-11
Off-reservation use	afy	50	106 *	B&C, Page 2-13, and BRG calculation
Average basin safe yield, reservation use (3)	afy	640	584	BRG calculation
Minimum basin safe yield (4)	afy	450	450	B&C, Page 2-13
Off-reservation use	afy	50	106 *	B&C, Page 2-13, and BRG calculation
Minimum basin safe yield, reservation use (4)	afy	400	344	B&C, Page 2-13
<b>Reservation balance of average safe yield not proposed to be used</b>	afy	<b>440.6</b>	<b>292.6</b>	subtraction, 578-199.4; and 578-291.4-13.8
<b>Reservation balance of minimum safe yield not proposed to be used</b>	afy	<b>200.6</b>	<b>52.6</b>	subtraction, 3388-199.4; and 338-291.4-13.8

(1) Viejas Indian Reservation, Water and Wastewater Master Plan Final Report. Brown and Caldwell. July 2001

(2) In addition, up to 63,130 gpd (72 afy) of reclaimed water to be used for irrigation and water features.

(3) Assumes a conservative bedrock porosity of 0.1% (pers. comm., John Peterson, DPLU hydrologist, March 2001)

(4) Assumes porosity of 0.1%, plus drought conditions;

\* assumes residential development of 112 vacant parcels, at 0.5 AFY water use

### 4.5.3 Analysis of Project Effects and Determination of Significant Impact

#### 4.5.3.1 *Impact Analysis*

The proposed hotel would contain approximately 150 rooms. Wunderlin Engineers (pers. comm., August 2011), indicated that each room could be expected to utilize approximately 82 gallons per day on the average, or a total of 12,300 gpd. This is equivalent to 13.8 acre-feet per year (AFY). That information has been incorporated into Table 4.5-2, to determine if there would be any net deficit in aquifer volume as a result of the proposed hotel. As shown in Table 4.5-2, recharge of the basin under average precipitation

conditions would amount to 278.5 AFY, while recharge under drought conditions, as defined by Brown & Caldwell, would also be positive, in the amount of 38.5 AFY. This analysis assumes conservatively that no water conservation measures would be instituted either by Viejas Reservation or off-Reservation residents during drought conditions, which is considered unlikely. Thus, based on the projected net inflow to the aquifer even during drought conditions, there would be no depletion of ground water levels in the Viejas basin resulting in a net deficit in aquifer volume or a lowering of the local ground water table, as a result of the proposed hotel.

As described in Sec. 1.1.2 of this TEIR, the proposed hotel would be built in an area that was previously developed and/or paved, at the northeast corner of the existing Casino. Thus, there would be no interference with ground water recharge, since there is none there now at the proposed site.

Locations of the existing wells used by Viejas Reservation are shown in Figure 4.5-1. None of the wells are closer than ¼ mile to existing off-Reservation residential uses, and most are at least 1,800 feet away.

Regarding potential impacts associated with planned land uses for which permits have been granted, there are none. While San Diego County DPLU is planning for possible future commercial development near East Willows Interchange, planning has not yet been completed for that area, no EIR for such development has been initiated, and no specific development proposals have been identified. Also, while in the future Viejas may pursue other commercial and/or gaming development in the southeastern portion of their Reservation, there are no specific plans or approvals that have been made for such developments. Analysis of these potential future uses is thus considered speculative at this time.

#### 4.5.3.2 *Conclusions*

No significant off-Reservation water supply impacts were identified.

#### 4.5.3.3 *Mitigation Measures*

With no significant water supply impacts identified, no mitigation measures are required.

Table 4.5-2  
Existing and Proposed Viejas Basin Water Use, 2011

WATER USE CATEGORIES	units	2001 value	projected 2011 value	Source (1)
Residential (gallons per day (gpd) [including Alpine Springs Resort, off-Res.]	gpd	41,000	112,300	B&C, Table 2-2
Institutional	gpd	8,000	8,200	B&C, Table 2-2
Existing Casino (300,000 SF)	gpd	107,000	107,000	B&C, Table 2-3
Existing Outlet Center (2)	gpd	18,500	18,500	B&C, Table 2-3
2006 Casino Expansion (25,000 SF)	gpd		9,000	BRG calculation
TOTAL, existing uses	gpd	174,500	255,000	BRG calculation
PROPOSED HOTEL USE	gpd		12,300	Wunderlin Engineers and BRG calculation
<b>TOTAL, EXISTING AND PROPOSED</b>	gpd	<b>174,500</b>	<b>267,300</b>	BRG calculation
<b>TOTAL, acre-ft-year (gpd/875)</b>	afy	<b>199.4</b>	<b>305.5</b>	BRG calculation
Average basin safe yield (3)	afy	690	690	B&C, Page 2-11
Off-reservation use	afy	50	106 *	B&C, Page 2-13, and BRG calculation
Average basin safe yield, reservation use (3)	afy	640	584	BRG calculation
Minimum basin safe yield (4)	afy	450	450	B&C, Page 2-13
Off-reservation use	afy	50	106 *	B&C, Page 2-13, and BRG calculation
Minimum basin safe yield, reservation use (4)	afy	400	344	B&C, Page 2-13
<b>Reservation balance of average safe yield not proposed to be used</b>	afy	<b>440.6</b>	<b>278.5</b>	subtraction, 640-199.4; and 584-305.5
<b>Reservation balance of minimum safe yield not proposed to be used</b>	afy	<b>200.6</b>	<b>38.5</b>	subtraction, 400-199.4; and 344-305.5

(1) Viejas Indian Reservation, Water and Wastewater Master Plan Final Report, Brown and Caldwell, July 2001

(2) In addition, up to 63,130 gpd (72 afy) of reclaimed water to be used for irrigation and water features.

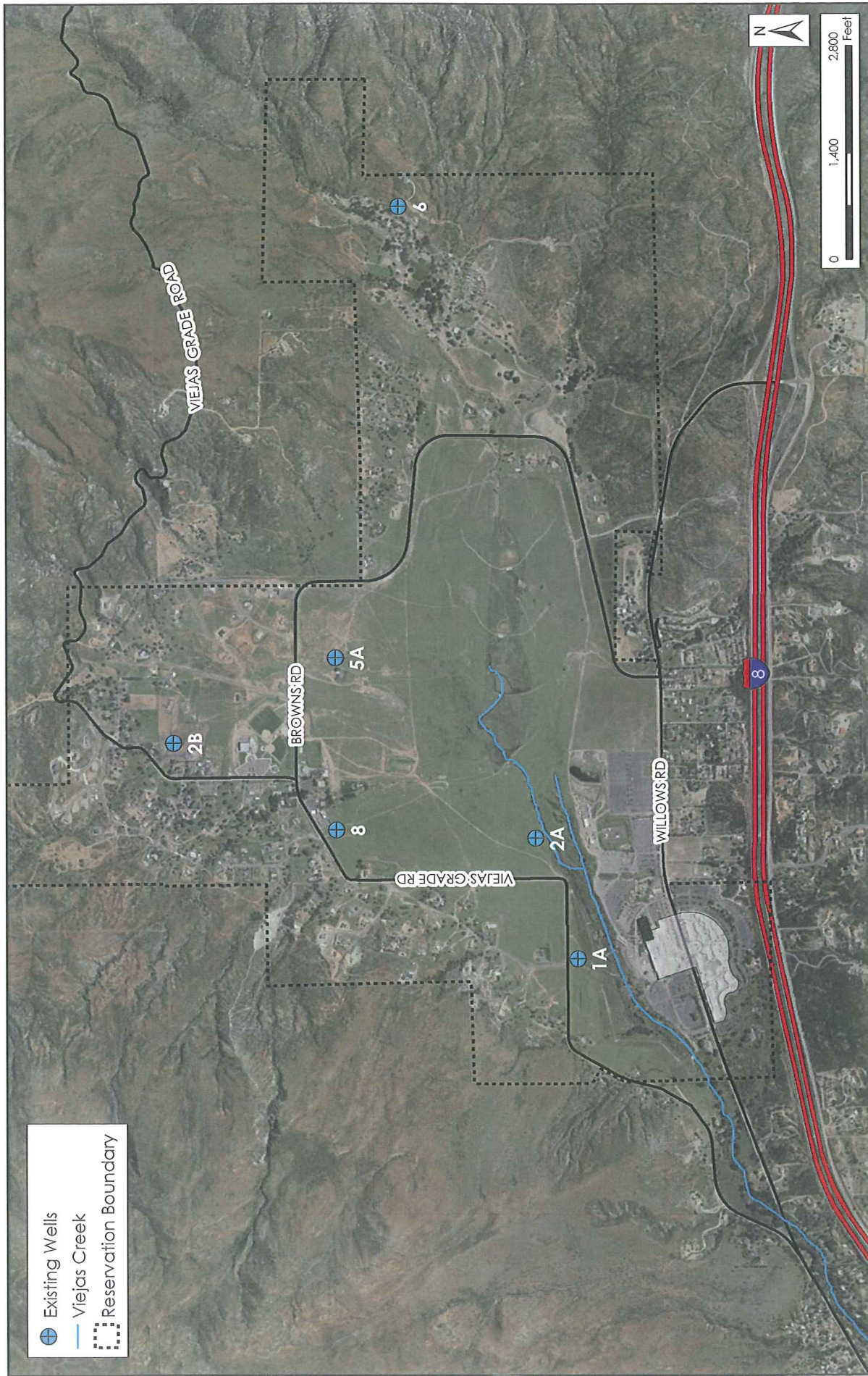
(3) Assumes a conservative bedrock porosity of 0.1% (pers. comm., John Peterson, DPLU hydrologist, March 2001)

(4) Assumes porosity of 0.1%, plus drought conditions;

\* assumes residential development of 112 vacant parcels, at 0.5 AFY water use

BRG Consulting, Inc., 11/18/11





SOURCE: SANGIS, 2011; BRG Consulting, Inc., 2011

Viejas Hotel TEIR

## Viejas Reservation Well Locations

FIGURE

4.5-1



## 4.6 *Aesthetics/Visual Resources*

### 4.6.1 Existing Conditions

According to the current Alpine Community Plan (Dept. of Planning and Land Use, August 2011), the plan area covers approximately 108 square miles, ranging in elevation from 1,500 feet AMSL in some of the southwestern riparian areas, to the 4,100 ft. AMSL elevations of Viejas Peak and Cajon Mountain. Most of the 17,609 population of the plan area is concentrated in the unincorporated community of Alpine, with small residential concentrations within the Viejas Indian Reservation, Peutz Valley, Japatul Valley, Hidden Glen, Dunbar Lane and Galloway Valley. Viejas Indian Reservation is located at the eastern edge of the Alpine Community Plan area. Common native vegetation habitats in the Viejas Reservation area include areas of Engelmann oak and coast live oak woodland; chamise and southern mixed chaparral; Diegan coastal sage scrub; valley needle-grass grassland; and non-native grassland (Biological Resource Report, Red Oak Parcels, Marquez & Associates, August 2008).

The Alpine Community Plan indicates that the visual quality of the landscape is important, especially protection of scenic ridgelines and natural oak groves (Alpine Community Plan, p. 5). The plan also indicates that it is the community intent to keep residential and agricultural areas of Alpine free from industrial and major commercial encroachments. The Resource Conservation appendix of the plan (p. 40) indicates that lands at Viejas Mountain, Viejas Indian Reservation, and Poser Mountain, all in the vicinity of the proposed project, should be conserved in order to protect valuable resources. According to the appendix, Viejas Mountain is valuable as a local “aesthetic landmark”, its undisturbed chaparral habitats, and three specific rare plants. Poser Mountain has similar resources, although it is not named as an “aesthetic landmark.” Finally, Viejas Indian Reservation is noted for its high concentration of known and yet unknown archaeological sites. Viejas Creek, to the west of the Reservation, is identified for conservation of its perennial stream and aquatic ecosystems, adjacent to oak and riparian woodlands.

No state-designated scenic highways are located in the Alpine Community Plan area, but Interstate-8 (I-8), which bisects the plan area, is identified as a “second priority” scenic route. The Scenic Highways chapter goes on to identify the following “scenic view corridors” of the Community Plan:

- From I-8 toward El Capitan Reservoir
- East and west views of Viejas Mountain from I-8; and
- From I-8 south along the Sweetwater River.

The ROW of Viejas Grade Road is also used for the California Riding and Hiking Trail, a regional riding and hiking resource [pers. comm. Maryanne Vancio, County of San Diego Parks and Recreation Dept., Nov. 4, 2011]. Recreational users are typically considered more sensitive to potential visual impacts, and the slow pace at which riding and hiking is conducted is more conducive to appreciation of scenic views.



## 4.6.2 Guidelines for Determination of Significance

Exhibit A of the Viejas-State Compact utilizes the following guidelines for determination of significance related to potential visual or aesthetic impacts.

- A. *Would the project have a substantial adverse effect on a scenic vista?*
- B. *Would the project substantially damage off-reservation scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- C. *Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views of historic buildings or views in the area?*

## 4.6.3 Analysis of Project Effects and Determination of Significant Impact

### 4.6.3.1 Impact Analysis

The generalized development plan for the proposed hotel site is shown in Figure 4.6-1-The site for the proposed hotel is located immediately adjacent to the existing Viejas Casino, at an elevation of approximately 2,323 feet AMSL. With a hotel height of approximately 65 feet or less, the elevation of the top of the hotel would be at approximately 2,388 feet AMSL.

The location of the proposed hotel site is shown in Figure 4.6-2, including an outline of the existing Casino and Outlet Center complex located on the Reservation. Other key items shown on Figure 4.6-2 include potential viewpoints (VPs) A through K from where a traveler could possibly see the proposed hotel from either Interstate-8 or Viejas Grade Road (part of the California Riding and Hiking Trail). Neither the hotel site nor the top of the proposed structure would be visible from A, C, D, E, F, or G, as demonstrated by the photos taken from each of these viewpoints toward the project site in TEIR App. E, Figures 7, 8 and 9. The only off-Reservation public views of the proposed hotel would occur from I-8, at VP-B, and from Viejas Grade Road, VPs H, J and K.

Photographs of existing conditions taken from VP-B (I-8) and VP-J (Viejas Grade Road) are shown in Figure 4.6-3. All of the photos in this section, and in the Visual Analysis (Appendix E) were taken in October and November 2011, with a 14 MP Panasonic Lumix camera, set at the 35-mm camera equivalent of a 55 mm lens, which is the view most-closely approximating the view of the human eye. Photographic views that appear to be "wide-angle" in this report were composited from several 55-mm photos using Photoshop software, providing a view that represents what the viewer would see if he or she turned their head to take in a wider view. Approximately 12,750 vehicles per day passed by this point in 2010, according to Caltrans information, or about 6,375 vehicles in the westbound direction, from which the hotel would be visible.

From VP-B, for travelers westbound on I-8, there would be a momentary view of both Viejas Mountain (clear view) and of the proposed hotel (partially screened by trees). The photo in Figure 4.6-3 shows the existing bingo pavilion (pale yellow) where the hotel structure would be located, approximately 1,700 feet



SOURCE: Bing Maps Aerial, 2011; BRG Consulting, Inc., 2011; Viejas Enterprises, 2011

Viejas Hotel TEIR

Proposed Hotel Site

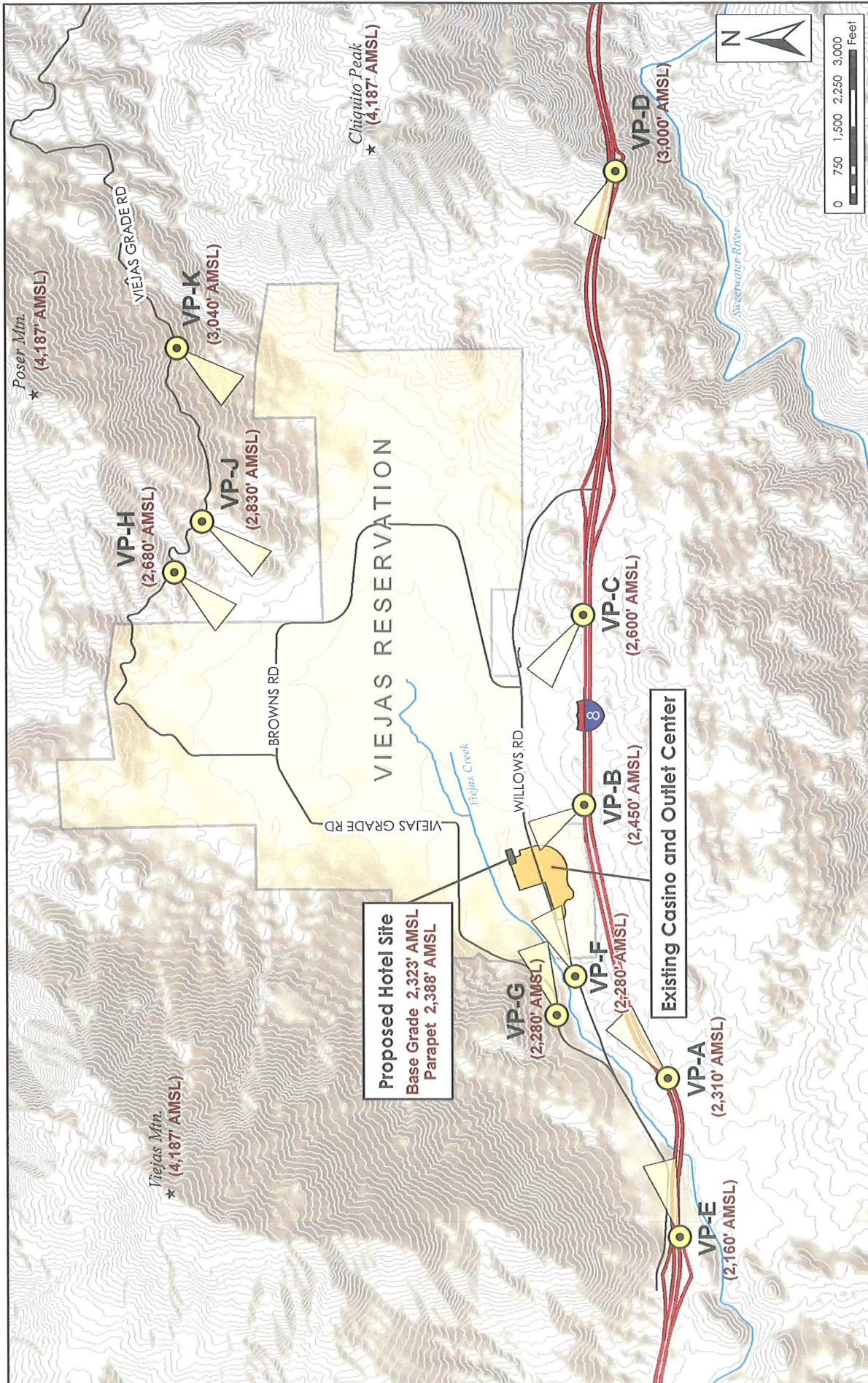


12/12/11

FIGURE

4.6-1





SOURCE: ESRI, 2011; SanGIS, 2011; BRG Consulting, Inc., 2011



Viejas Hotel TEIR

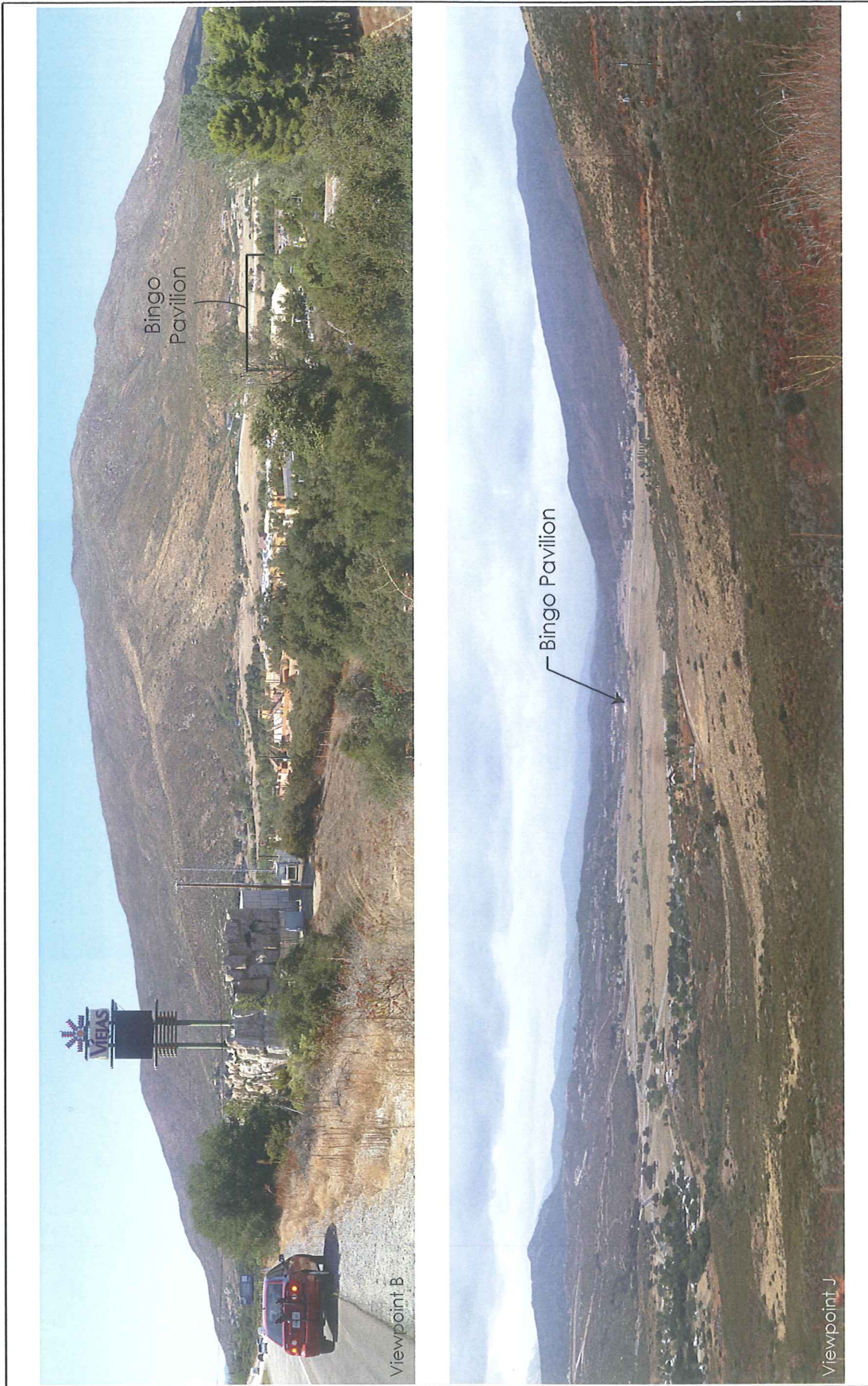
Proposed Hotel Location, Potential Viewpoints (VPs), and Topography

FIGURE

4.6-2

12/12/11





SOURCE: BRG Consulting, Inc., 2011

12/12/11



Viejas Hotel TEIR

View from Viewpoints B and J

FIGURE

4.6-3

away. However, the traveler would need to turn to look approximately 60 degrees to the right of their travel direction to see the hotel site, and it would be visible as a “side view” for less than five seconds from a vehicle travelling at 65 mile per hour.

The project view from Viejas Grade Road would be from several possible viewpoints, and would be of longer duration than the view from I-8. However, many fewer persons would see that view, being limited to recreational equestrians and hikers travelling westward along Viejas Grade Road. No specific number of recreational users was known by Vancio, and ADT of vehicles at this location is so low that the County DPW does not keep such records. In addition, the road in the areas from which the future hotel would be visible are quite “curvy” requiring some attention by the recreationist or motorist to remain on the road/trail. In addition, the proposed hotel would be located between 1.5 and 3 miles from VPs H, J and K, and would appear very small in the distance.

Visual simulations of the anticipated view of the proposed hotel from VP-B and VP-J have been prepared by BRG personnel, using specifications obtained from the project architect, and perspective software purchased from AutoDesk. See Figure 4.6-4 for images of the anticipated future views from both viewpoints.

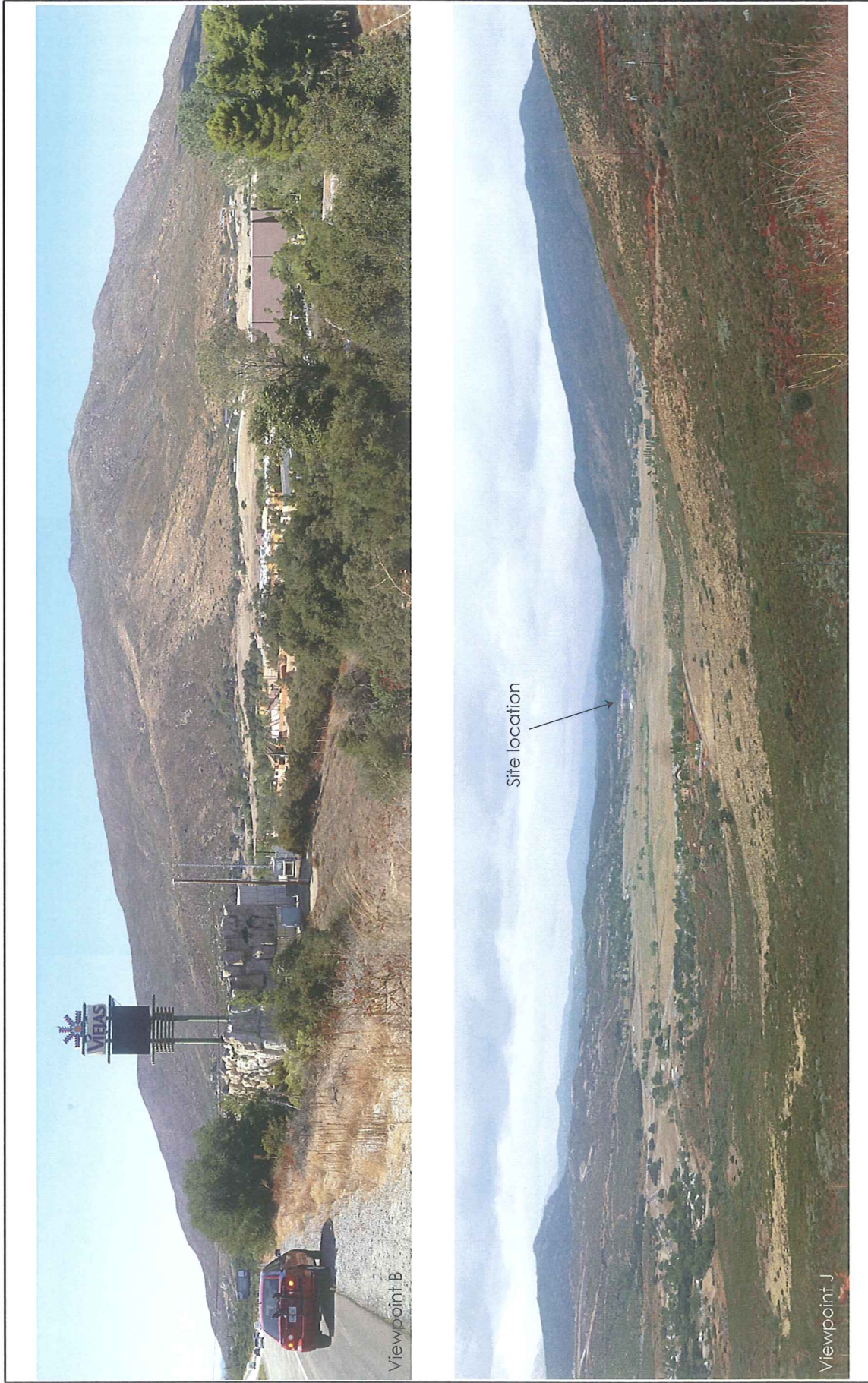
An analysis of the degree of viewer exposure to the hotel is provided in Appendix F, Table 1. That analysis concluded that the degree of viewer exposure at VP-B would be “moderately low” due to the viewer’s rapid motion, short duration of view, obscured view, a view from above the site, and backdropping by other landscape elements. Viewer exposure from Viejas Grade Road was rated as “moderate” due to a view from above, backdropping by other landscape elements, periodic times of visibility, and the great distance from viewer to the site.

The analysis of level of visual sensitivity and the degree of visual change are provided on in Tables 2 and 3 of Appendix F. Visual sensitivity for the I-8 viewpoint was characterized as “moderate +”, while that for the Viejas Grade viewpoints was determined to be “moderate.” The degree of visual change for the I-8 views was characterized as “moderately low to moderate”, while that from Viejas Grade Road would be “low to moderately low.” When the visual sensitivity and visual change criteria are integrated (Appendix E, p. 24), the result for both sensitive viewpoints from which the project would be visible are similar: “adverse, but less than significant adverse [impact].”

The first visual/aesthetic impact criterion is: Would the project have a substantial adverse effect on an [off-Reservation] scenic vista? Based on the prior discussions, it is clear that the proposed project would be visible from only two public view corridors, the one from westbound I-8 to Viejas Mountain, and another from Viejas Grade Road looking down into Viejas Valley. Neither of these views is characterized as a designated scenic vista in the Alpine Community Plan.

Interstate-8 View: At the I-8 location, the hotel would be visible to west-bound highway travelers for five seconds or less, and it would be seen as an incremental addition to an existing commercial complex (Viejas Casino and Outlet Center). The dominant visual elements in that view would be Viejas Mountain and the Viejas Casino sign (Figure 4.6-4). The top of the proposed hotel would be lower than the viewer’s





SOURCE: BRG Consulting, Inc., 2011

12/12/11



Viejas Hotel TEIR

View from Viewpoints B and J, with Photosimulations

FIGURE

4.6-4

horizontal view, it would comprise a small portion of the view, it would be back-dropped by lower slopes of Viejas Mountain and residential developments in the Reservation, and partially screened from view by vegetation in the foreground. The color planned for the hotel is an earth tone compatible with the existing Casino and Outlet Center colors. It would be consistent with colors seen in Viejas Mountain from this view.

View from Viejas Grade Road: There would be relatively few viewers of a distant project adjacent to existing structures. The dominant view elements from Viejas Grade Road would be Viejas Mountain to right, the grasslands of Viejas Valley in the center (Figure 4.6-4). The new hotel would be consistent in color with existing structures, and, although it would be larger/taller than existing structures, it would be a small part of an existing complex, and would not be a dominant visual element to the viewer from that distance.

**The project would not have a substantial adverse effect on an [off-Reservation] scenic vista.**

The second criterion is: Would the project substantially damage off-Reservation scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? As discussed in TEIR Section 4.5.1, there is no designated state scenic highway present. The proposed hotel would remove the existing bingo pavilion adjacent to the Viejas Casino, but would have no impact on any scenic resources such as trees, rock outcroppings or historic buildings. The project is entirely located on the Reservation, and so would not physically damage and off-Reservation scenic resources.

**The project would not substantially damage off-Reservation scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.**

Finally, the third aesthetic criterion is: Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views of historic buildings or views in the area? Regarding potential “glare”, the hotel would have limited amounts of glass for windows. Any windows would be vertical in orientation, and located below the elevation of potential viewers at VP-B, and thus, any sun-related glare from either the rising or setting sun would reflect at an angle below viewers at VP-B.

Regarding project lighting that may be visible after dark, it is anticipated that the southern face of the hotel would be illuminated using lighting from above. As with prior Viejas projects, the hotel lighting would comply with the County's Light Pollution Code, Sec. 59.101 through 59.115. The project site is located approximately 17 miles from Mt. Laguna Observatory, and so is categorized as within “Zone B” of the light pollution code. This code allows for illumination of the hotel building by low-pressure sodium lighting, other lighting of 4050 lumens and below, and/or luminous tube lighting. Per the Code, the Class III (decorative lighting) would need to be turned off between 11:00 p.m. and sunrise (Sec. 59.108 D). Parking lot lighting at the Reservation would continue to comply with the Light Pollution Code provisions.

**The project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views of historic buildings or views in the area.**

#### 4.6.3.2 *Cumulative Impact Analysis*

The list of cumulative projects provided to LLG Engineers by San Diego County personnel and listed in Table 1-1 of the TEIR, are all located within the community of Alpine. None of the projects would be visible from within the hotel project viewshed, so there would be no cumulative visual impacts associated with the hotel project and with any of the cumulative projects listed in TEIR Table 1-1.

It is possible that in the future additional commercial developments will be identified and pursued within Viejas Reservation. Also, additional commercial developments may be implemented in the private lands located between the Reservation and the East Willows Interchange to I-8. The County DPLU staff is currently working on a plan for such development. However, at this time there are no definitive plans or timetable for such developments, and no EIR has been prepared. In addition, there are potentially substantive barriers to intensive off-Reservation development in that location, such as questions about water availability and wastewater treatment facilities. Therefore, these potential developments have been treated as "speculative" at this time, and are not addressed in this cumulative impact analysis.

#### 4.6.3.3 *Conclusions*

No significant visual or aesthetic impacts to off-Reservation public viewpoints or identified sensitive vistas would occur as a result of the proposed project.

#### 4.6.3.4 *Mitigation Measures*

No mitigation measures are required, since no significant visual or aesthetic impacts to identified off-Reservation public viewpoints were found.

### 4.7 Cumulative Impacts

Potential cumulative impacts associated with the project and other identified and studied projects known from the project vicinity have been addressed under each of the environmental topics discussed in TEIR Sections 4.2 through 4.6. No cumulative impacts associated with the project have been identified.

## 4.8 Effects Found Not Significant During the Initial Study

The project Initial Study (TEIR Appendix A) found that project off-Reservation impacts other than traffic, cumulative air quality, noise and aesthetics would be less than significant. These include agricultural resources, air quality (direct impacts), biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.



## 5.0 ALTERNATIVES TO THE PROPOSED PROJECT

### 5.1 Rationale for Alternative Selection

Compact Section 10.8.1 (b) requires that project alternatives be analyzed that would feasibly attain most of the objectives of the proposed project, while reducing or avoiding the project's significant impacts. In this project TEIR, no significant impacts were identified. The traffic and visual analyses indicate that project traffic and visual impacts would be less than significant. Therefore, no alternatives are required in order to avoid potential traffic or visual impacts.

Under the terms of the Tribal-State Compact between Viejas and the State of California, the Tribe "...need not address alternatives that would cause it to forgo its right to engage in Gaming Activities authorized by this Compact on its Indian lands..." (Compact, Sec. 10.8.1 (iv)). The gaming floor space and associated amenities that would be added by the project are within the definition of "Gaming Activities authorized by (the) Compact," and therefore the Tribe need not address alternatives such as the No Project alternative, because that alternative would impair the Tribe's right to engage in the Gaming Activities authorized by the Compact.

### 5.2 Other Alternatives Considered

Alternative hotel sites on the Reservation would not reduce project-related traffic on West Willows Road. While a hotel located on the eastern side of the Reservation would have the potential to reduce trips on West Willows Road, there is not adequate infrastructure such as sewer, water, electricity or natural gas service presently available there. In addition, the hotel needs to be co-located with the Casino to meet the needs of the gaming public. For these reasons, an eastern hotel alternative is not a feasible alternative.

Visual impacts would depend on the location of the alternative site identified. Alternative hotel sites, either at the eastern side of the Reservation, or outside Viejas Reservation, would not provide the desired proximity of hotel and casino.

Finally, a smaller hotel than proposed would reduce the local traffic and potential cumulative air quality impacts in the area, but would not fill the projected service demand. If the smaller hotel were full, a potential guest would need to find alternative accommodations in the Alpine or San Diego metro area, thus resulting in additional vehicle traffic. No environmental advantage has been identified for such a smaller alternative.

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## 6.0 LIST OF REFERENCES

City of San Diego, 2004

City of San Diego, Development Services Department, Significance Determination Thresholds (CEQA), November 2004.

County of San Diego, 2003

County of San Diego, Tribal Impact Document– Appendix C: Traffic Needs for Assessment of Indian Development Projects in San Diego Region, April 2003.

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County of San Diego, Department of Planning and Land Use, EIR Format and General Content Guidelines, rev. September 2006

County of San Diego, 2010

County of San Diego, Department of Planning and Land Use, County of San Diego Guidelines of Significance and Report Format and Content Requirements: Transportation and Traffic, June 30, 2009, First Modification, February 19, 2010.

County of San Diego, 2011

County of San Diego, Department of Planning and Land Use, Alpine Community Plan, adopted August 3, 2011.

Linscott, Law and Greenspan, (LLG), 2011

Traffic Impact Analysis, Viejas Hotel, December 12, 2011.

Marquez & Associates, 2008

Biological Resource Report, Red Oak Parcels, August 2008.

State of California, 2005

State of California, Office of Planning and Research, CEQA Guidelines, 2005.

Transportation Research Board, 2000

Transportation Research Board, Highway Capacity Manual, 4<sup>th</sup> edition, 2000.

United States Code, Title 42, Chapter 85

Federal Clean Air Act of 1970 (CAA)

Viejas Band of Kumeyaay Indians, 2004

Viejas Band of Kumeyaay Indians, Viejas Tribal-State Gaming Compact, June 21, 2004.

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## 7.0 LIST OF TEIR PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

### 7.1 Viejas Enterprises

Robert Scannell, Director of Planning and Design

### 7.2 BRG Consulting, Inc.

Erich R. Lathers, President and Principal in Charge

Ralph C. Kingery, Project Manager and TEIR Preparer

Edward Arcadia, Visual Simulation

Kathie Washington, Project Manager and TEIR Preparer

Mary E. Brady, Production Manager

Sharyn del Rosario, Environmental Planner

Ryan Carroll, GIS and Graphics Preparer

Karl Lintvedt, GIS and Graphics Preparer

### 7.3 County of San Diego, Office of the Chief Administrative Officer

Teresa Brownyard

### 7.3 County of San Diego, Dept. of Planning and Land Use

Devon Muto, Jimmy Wong, Richard Grunow and John Bennett.

### 7.4 County of San Diego, Dept. of Public Works

Robert Goralka and Nick Ortiz.

### 7.5 County of San Diego, Parks Department

Maryanne Vancio

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## 8.0 LIST OF MITIGATION MEASURES

With no significant impacts identified in the various environmental topics, no mitigation measures are required.

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## **Viejas Hotel Project TEIR**

### Appendix A

Notice of Preparation (NOP)/Initial Study Checklist

## NOTICE OF PREPARATION

To: State Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

From: Viejas Enterprises  
5000 Willows Road  
Alpine, CA 91903

To: County of San Diego  
Clerk of the Board of Supervisors  
1600 Pacific Highway, Room 402  
San Diego, CA 92101

Subject: **Notice of Preparation of a Draft Tribal Environmental Impact Report**

The Viejas Band of Kumeyaay Indians is preparing a Draft Tribal Environmental Impact Report (TEIR) for the project identified below. The TEIR is a requirement of Viejas' Gaming Compact and will identify Off-reservation, gaming-related, significant, environmental effects. We need to know your views as to the scope and content of the off-Reservation environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Interested persons are requested to identify the off-Reservation environmental issues and reasonable mitigation measures that the Tribe should explore in the Draft TEIR.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of a Tribal Initial Study is attached.

Due to the time limits mandated by the Compact, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

Please send your response to Mr. Bob Scannell at the address shown above. We will need the name of a contact person in your agency.

Project Title: Viejas Hotel Project

Date: 9/19/, 2011

Signature 

Title CFO

Telephone (619) 651-2554

APPROVED AS TO FORM  
  
FRED SORILLA  
CONTRACTS

## **OFF-RESERVATION ENVIRONMENTAL IMPACT ANALYSIS**

### **CHECKLIST AND DISCUSSION**

1. Lead agency name and address:  
Viejas Band of Kumeyaay Indians  
Viejas Enterprises  
5000 Willows Road  
Alpine, CA 91903
2. a. Contact: Mr. Bob Scannell  
b. Phone number: (619) 659-1931
3. Project location:  
5000 Willows Road in the San Diego County Community of Alpine.  
Thomas Brothers Coordinates: Page 1234, Grid J/5
4. Project sponsor's name and address:  
Viejas Enterprises  
5000 Willows Road  
Alpine, CA 91903
5. Tribal Plan Designation  
Land Use Designation: Commercial
6. Description of project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

The project is an approximately 150-room, five-story hotel, adjacent to the existing Viejas Casino. The expansion will occur on a currently developed and paved area at the northeast corner of the casino. Most of this area is currently used for as a bingo hall. Approximately 5,000 square feet will be devoted to gaming, which will connect the hotel lobby with the existing casino, and an additional approximately 7,200 square feet of seating for the existing buffet restaurant will be provided.

The Casino currently offers approximately 133,000 square feet of gaming area in a 325,000 square foot casino. Current gaming offerings include 2,000 slot machines, 86 gaming tables, a 150-seat off-track betting facility, a 750 seat bingo pavilion, a special events venue, and five restaurants. The existing bingo pavilion will be removed, and the new hotel built on that site. Bingo will be relocated within the existing Casino.

No new infrastructure will be required, or is proposed, for the hotel.

7. Surrounding land uses and setting (Briefly describe the project's surroundings):

The project area is located north of Willows Road and south of Viejas Creek. It is extensively developed with commercial uses. The Viejas Outlet Center is located south of Willows Road. Interstate 8 (I-8) lies to the south of the Outlet Center, with residential areas of the community of Alpine south of I-8. Residential areas also are found along Willows Road both to the east and west of the Viejas Indian Reservation.

Viejas Creek is a restored perennial stream that provides native riparian habitat. North of Viejas Creek is the Tribal residential area and land used for cattle grazing. Coast live oak trees are common throughout this area. North, east, and west of the Reservation is the Cleveland National Forest. There are residential in-holdings between the Reservation and the Forest.

I-8 and Willows Road (with two interchanges to I-8) provide access to the site.

8. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

There are no other public agencies with approval authority over the project.


**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist and on the following discussion pages.

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> <u>Aesthetics</u>           | <input type="checkbox"/> <u>Agriculture Resources</u>         | <input checked="" type="checkbox"/> <u>Air Quality</u>            |
| <input type="checkbox"/> <u>Biological Resources</u>            | <input type="checkbox"/> <u>Cultural Resources</u>            | <input type="checkbox"/> <u>Geology &amp; Soils</u>               |
| <input type="checkbox"/> <u>Hazards &amp; Haz. Materials</u>    | <input type="checkbox"/> <u>Hydrology &amp; Water Quality</u> | <input type="checkbox"/> <u>Land Use &amp; Planning</u>           |
| <input type="checkbox"/> <u>Mineral Resources</u>               | <input checked="" type="checkbox"/> <u>Noise</u>              | <input type="checkbox"/> <u>Population &amp; Housing</u>          |
| <input type="checkbox"/> <u>Public Services</u>                 | <input type="checkbox"/> <u>Recreation</u>                    | <input checked="" type="checkbox"/> <u>Transportation/Traffic</u> |
| <input type="checkbox"/> <u>Utilities &amp; Service Systems</u> | <input checked="" type="checkbox"/> <u>Cumulative Impacts</u> |   |

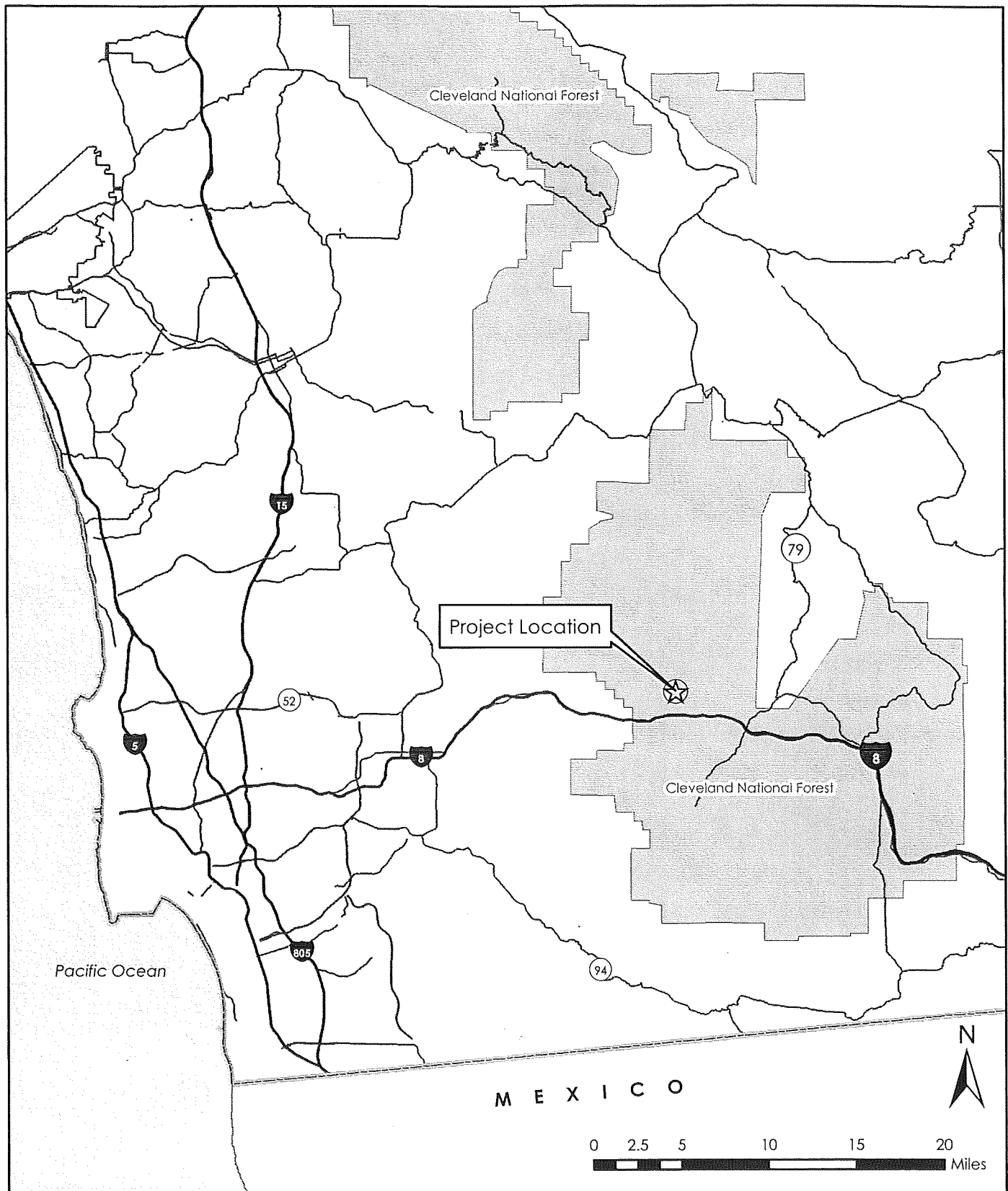
**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ In order to fulfill the Tribe's Class III Gaming Compact with the State of California, a TRIBAL ENVIRONMENTAL IMPACT REPORT is required.

Signature <u></u>	Date <u>9/19/11</u>
Printed Name <u>Christopher J. Kelley</u>	Title <u>CFO</u>

APPROVED AS TO FORM  
  
 FRED SORILLA  
 CONTRACTS



SOURCE: SanGIS and BRG Consulting, Inc., 2011

9/15/11

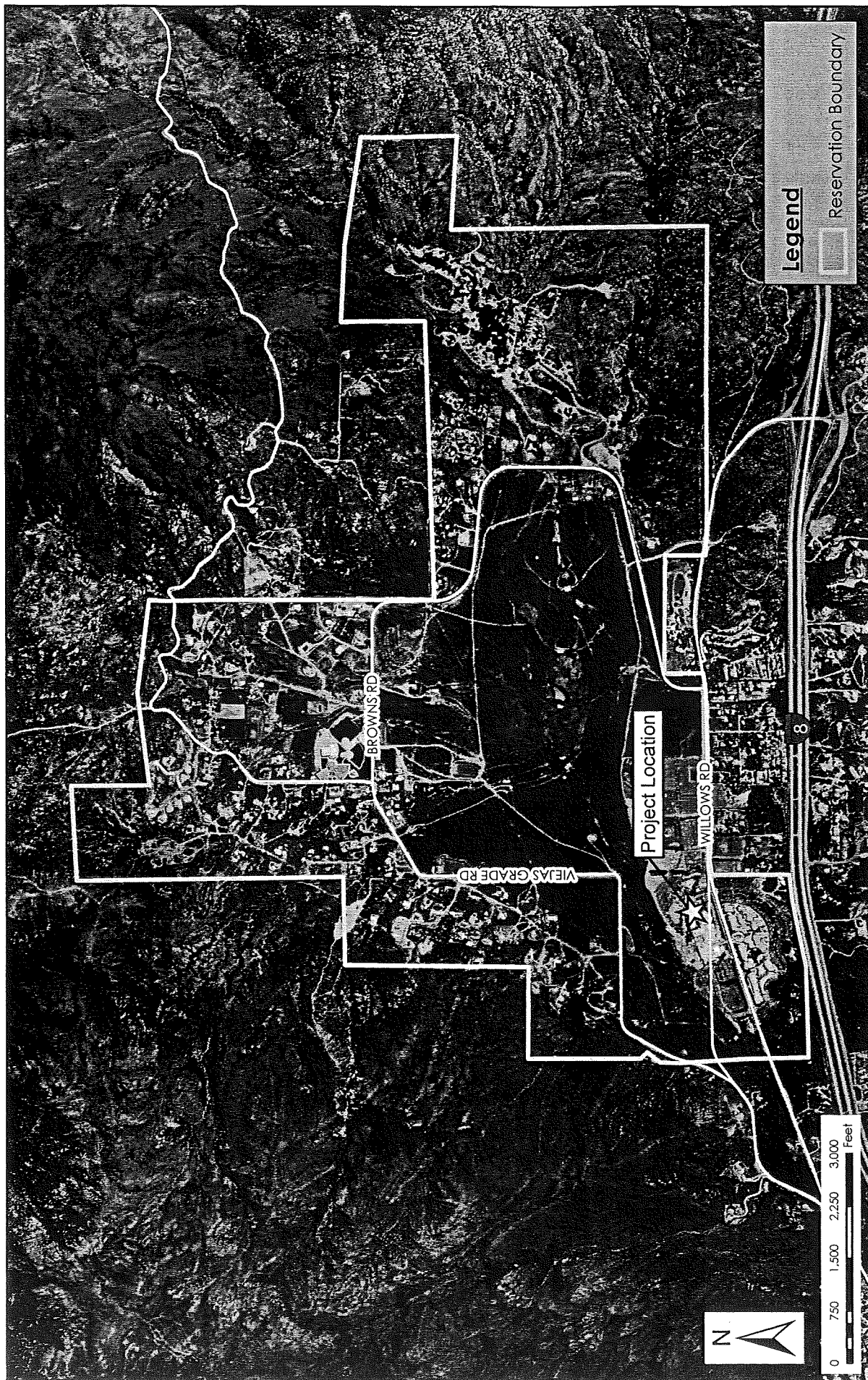


Viejas Hotel TEIR

Regional Vicinity Map

FIGURE

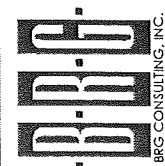
1



SOURCE: Bing Maps Aerial, 2011; BRG Consulting, Inc., 2011

Viejas Hotel TEIR

Project Location Inside the Viejas Indian Reservation

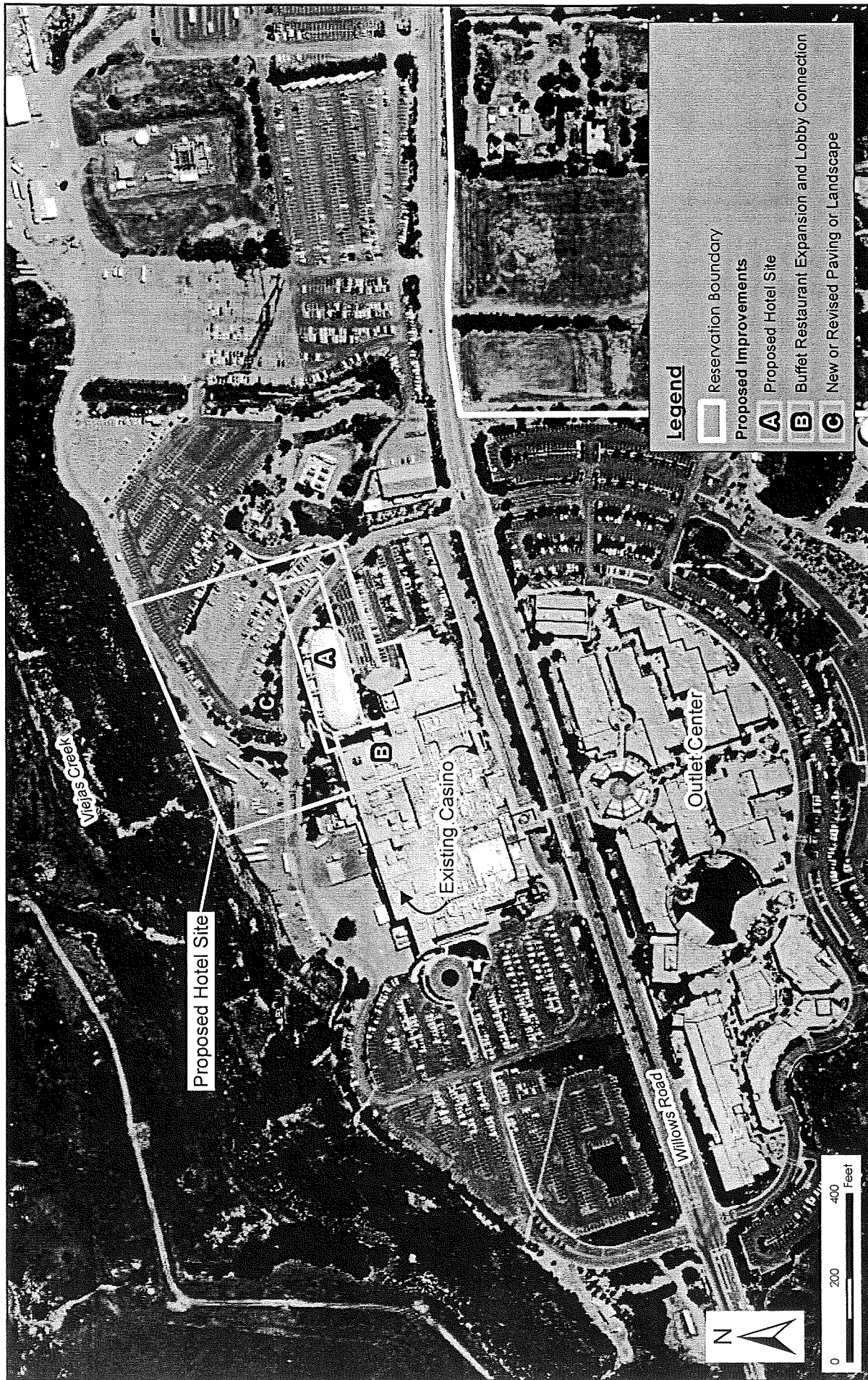


9/15/11

FIGURE

2





SOURCE: Bing Maps Aerial, 2011; BRG Consulting, Inc., 2011; Viejas Enterprises, 2011

Viejas Hotel TEIR

## Proposed Hotel Site

FIGURE

3

9/15/11

## INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance



**I. AESTHETICS** -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact              | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways or County designated visual resources. The proposed project will be five stories in height, and may be visible from Interstate -8 or a scenic vista. Therefore, it is possible that the proposed project could result in a substantial adverse effect on a designated scenic vista. Whether there are any such vistas in the vicinity of the project will be addressed during TEIR preparation.

b) Substantially damage off-Reservation scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** State scenic highways refer to those highways that are officially designated. A scenic highway is officially designated as a State scenic highway when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives notification from Caltrans that the highway has been designated as an official Scenic Highway. There are no State Scenic Highways with views to the project area. Although nearby I-8 is eligible for scenic designation, the applicable local jurisdiction, the County of San Diego, has not adopted a scenic corridor protection program for it, and has not applied to Caltrans for designation. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State Scenic highway.

c) Create a new source of substantial light or glare, which would adversely affect day or nighttime views of historic buildings or views in the area?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                         | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The project does not propose any new use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors. Therefore, it is not anticipated that the project would create new sources of light pollution that could contribute to skyglow, light trespass or glare that would adversely affect day or nighttime views in area.

The project will not contribute to significant cumulative impacts on day or nighttime views because the proposed project will conform to the San Diego County Light Pollution Code. The project site is over 15 miles from the observatories at Palomar Mountain and Mount Laguna.

In addition, the project's outdoor lighting is controlled by the Tribal Government, which limits outdoor lighting through strict controls. Therefore, conformance with the Code, in combination with the outdoor lighting and glare controls listed above ensures that the project will not create a significant new source of substantial light or glare.

There are no designated historic buildings in proximity to the proposed hotel or existing Casino or Outlet Center.

## **II. AGRICULTURE RESOURCES** -- Would the project:

- a) Involve changes in the existing environment, which, due to their location or nature, could result in conversion of off-Reservation farmland to non-agricultural use?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** The project site is located adjacent to the existing Viejas Casino, replacing an existing bingo pavilion. The proposed expansion would not trigger any additional development that may result in conversion of farmland, to non-agricultural use.

## **III. AIR QUALITY** -- Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☒ Less than Significant Impact  
☐ No Impact

Discussion/Explanation:

**Less than Significant Impact:** Operation of the project will not result in emissions of noticeable quantities of criteria pollutants listed in the California Ambient Air Quality Standards or toxic air contaminants as identified by the California Air Resources Board. Most of the anticipated guests of the proposed hotel would be persons who had already travelled to the Casino or Outlet Center. It is anticipated that new trips to the hotel would be minimal. This will be confirmed as part of the TEIR traffic studies. Therefore, the project will not conflict or obstruct with the implementation of the RAQS nor the SIP on a project or cumulative level. Minor construction-related emissions would occur. During operations, new emission would be limited to those related to incrementally increased deliveries and additional client and employee trips.

b) Violate any air quality standard or contribute to an existing or projected air quality violation?

☐ Potentially Significant Impact

☒ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Less Than Significant Impact:** Air quality impacts from the proposed expansion would be the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The project proposes a new approximately 150-room, five-story hotel adjacent to the existing Casino. The site is already graded and paved. Emissions from the construction phase would be minimal and localized, resulting in pollutant emissions below the screening-level criteria established by SDAPCD Rule 20.2 and by the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook section 6.2 and 6.3. The vehicle trips generated from the project are estimated on a preliminary basis to result in approximately 500 Average Daily Trips (ADTs). According to the Bay Area Air Quality Management District CEQA Guidelines for Assessing the Air Quality Impacts of Projects and Plans, projects that generate less than 2,000 ADT are below the Screening-Level Criteria established by SDAPCD Rule 20.2 and by the SCAQMD CEQA Air Quality Handbook section 6.2 and 6.3 for criteria pollutants. As such, the project is not expected to violate any air quality standard or contribute substantially to an existing or projected air quality violation. However, the potential project air quality impacts will be addressed as part of the TEIR preparation.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

- ☒ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☐ No Impact

Discussion/Explanation:

**Potentially Significant:** San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O<sub>3</sub>). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM<sub>10</sub>) under the CAAQS. O<sub>3</sub> is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM<sub>10</sub> in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

Together, the Casino, Expansion, Outlet Center and other cumulative projects are calculated to generate approximately 18,000 ADT in the vicinity of the project (LLG Traffic Analysis, December 2005). It is possible that this project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Air quality impacts may be cumulatively significant, and will be addressed in technical studies as part of the TEIR.

- d) Expose off-Reservation sensitive receptors to substantial pollutant concentrations?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☒ No Impact

Discussion/Explanation:

**No Impact:** Air quality regulators typically define sensitive receptors as schools (Preschool-12<sup>th</sup> Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Sensitive receptors have not been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project. Furthermore, no point-source emissions of air pollutants (other than vehicle emissions) are associated with the project. As such, the project will not expose sensitive populations to excessive levels of air pollutants.

- e) Create objectionable odors affecting a substantial number of people off-Reservation?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☒ No Impact

Discussion/Explanation:

**No Impact:** No potential sources of objectionable odors have been identified in association with the proposed hotel project. As such, no impact from odors is anticipated.

**IV. BIOLOGICAL RESOURCES** -- Would the project:

- a) Have a substantial adverse impact, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☒ No Impact

Discussion/Explanation:

**No Impact:** Most of the project site is developed as part of the existing bingo pavilion, and the rest is graded, paved or landscaped. Therefore, no species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service would be expected to occur on-site.

- b) Have a substantial adverse effect on any off-Reservation riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☒ No Impact

Discussion/Explanation:

**No Impact:** The proposed project site is limited to Reservation property and is not adjacent to any off-Reservation riparian habitats or other sensitive natural communities as defined by the County of San Diego Multiple Species Conservation Program, County of San Diego Resource Protection Ordinance, Natural Community Conservation Plan, Fish and Game Code, Endangered Species Act, Clean Water Act, or any other local or

regional plans, policies or regulations. The project site is graded, paved or landscaped, and most of it is currently used as a bingo hall or for parking.

- c) Have a substantial adverse effect on federally protected off-Reservation wetlands as defined by Section 404 of the Clean Water Act?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project site is limited to Reservation property and is not near any off-Reservation wetlands as defined by Section 404 of the Clean Water Act. There will be no hydrologic interruption, diversion, or obstruction of Viejas Creek proposed. Therefore, no impacts will occur to off-Reservation wetlands defined by Section 404 of the Clean Water Act over which the Army Corps of Engineers maintains jurisdiction.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The site has been completely disturbed and contains no native vegetation or habitats. Therefore, impedance of the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or impedance of the use of native wildlife nursery sites would not be expected as a result of the proposed project.

- e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The Tribe is not a party to any adopted Habitat Conservation Plan or Natural Communities Conservation Plan, nor is the Tribe subject to other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources. Lands that fall under such plans occur off-Reservation and would not be affected by the proposed project.

**V. CULTURAL RESOURCES** -- Would the project:

a) Cause a substantial adverse change in the significance of an off-Reservation historical or archaeological resource?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project will not impact any off-Reservation historical or archaeological resources, because there would be no ground or structure disturbance off-Reservation.

b) Directly or indirectly destroy a unique off-Reservation paleontological resource or site or unique off-Reservation geologic feature?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project will not destroy either a unique off-Reservation paleontological resource or site or unique off-Reservation geologic feature, because there will be no ground disturbance off-Reservation.

c) Disturb any off-Reservation human remains, including those interred outside of formal cemeteries?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project will not disturb any off-Reservation human remains, including those interred outside of formal cemeteries, because there will be no ground disturbance off-Reservation.



**VI. GEOLOGY AND SOILS** -- Would the project:

- a) Expose off-Reservation people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?  
Refer to Division of Mines and Geology Special Publication 42.

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California. Therefore, off-Reservation people or structures could not be exposed to any project-related effects from rupture of a known earthquake fault.

- ii. Strong seismic ground shaking?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** Viejas has adopted the Uniform Building Code (UBC) for Casino-related development. The UBC classifies all San Diego County with the highest seismic zone criteria, Zone 4. However, the project is not located within 5 kilometers of the centerline of a known active-fault zone as defined within the Uniform Building Code's Maps of Known Active Fault Near-Source Zones in California. The project site is 17 miles southeast of the Elsinore Fault, the nearest known active fault. The project will have to conform to the Seismic Requirements of the UBC. Therefore, there would be no impact at the project site from the exposure of people or structures to potential adverse effects from strong seismic ground shaking as a result of this project, and no potential off-Reservation impacts.

- iii. Seismic-related ground failure, including liquefaction?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** A geotechnical report for the prior Casino expansion project concluded that the potential for seismic-related ground failure, including liquefaction, is low. There would be no seismic-related impacts off-Reservation.

iv. Landslides?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The site is not located within a landslide susceptibility zone and thus there would be no off-Reservation landslide impact.

b) Result in substantial off-Reservation soil erosion or the loss of topsoil?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project would not create any new impermeable surfaces. There would be no impact because the project does not involve any off-Reservation ground disturbance, or any changes to off-Reservation drainage patterns or velocities.

**VII. HAZARDS AND HAZARDOUS MATERIALS** -- Would the project:

a) Create a significant hazard to the off-Reservation public or the off-Reservation environment through the routine transport, use, or disposal of hazardous materials?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                         | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes a new hotel adjacent to the existing Casino. Building construction and on-going activities needed to run and maintain the Casino involve the routine transport, use, and disposal of hazardous materials. These materials are typical of material used safely on a daily basis

throughout the County and State of California in households and commercial uses. The hotel project will not result in a significant hazard to the off-Reservation public or off-Reservation environment because all transport, use, and disposal of hazardous substances will be in full compliance with the requirements of the Class III Gaming Compact with the State of California and federal regulations.

- b) Create a significant hazard to the off-Reservation public or the off-Reservation environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                         | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** See VII a), above. Materials transported, used and disposed of associated with the proposed project would be in such small quantities that any upset condition, such as a traffic accident involving a vehicle transporting such materials, would result in a minor spill requiring reporting and clean up in accordance with all applicable regulations. Such events happen routinely throughout San Diego County and the State of California, with no significant effect. Impacts would be less than significant.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed off-Reservation school?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:**

The project is not located within one-quarter mile of any existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

- d) Expose off-Reservation people or structures to a significant risk of loss, injury or death involving wildland fires?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                         | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is completely surrounded by developed areas, including the Casino, paved parking lots, irrigated landscape and streets. The Viejas Fire Department oversees wildland fire risk for the Casino and within the Reservation. There would be no off-Reservation impact.

**VIII. WATER RESOURCES** -- Would the project:

a) Violate any water quality standards or waste discharge requirements?

☐ Potentially Significant Impact

☒ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes a new hotel adjacent to the existing Casino. The existing casino, proposed hotel, other commercial uses, residential and other uses on the Reservation rely on wastewater treatment at the Viejas water reclamation plant. This facility is permitted and monitored by the US Environmental Protection Agency for compliance with applicable sections of the Clean Water Act. The project will implement site design measures and/or source control BMP's and/or treatment control BMP's to reduce potential construction pollutants to the maximum extent practicable from entering storm water runoff that could leave the Reservation. The project site is already developed, paved or landscaped; therefore, no additional runoff or changes in the character of the existing runoff is anticipated.

The project's BMPs and sewer treatment plant will ensure that the project will not contribute to a cumulatively considerable impact to water quality from waste discharges.

b) Substantially deplete off-Reservation groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☐ Potentially Significant Impact

☒ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Less than Significant Impact:** The 2005 TEIR on a proposed expansion of the Viejas Casino found adequate ground water supplies for both Reservation and off-Reservation uses, including the Casino expansion, based on a 2001 Water and Wastewater Master Plan for Viejas Reservation, prepared by Brown & Caldwell. Details of the water calculations were provided in response to comment SDCo1-17. Wunderlin Engineers has estimated that the proposed 150-room hotel would use up to 82 gallons per room per

day, or up to 12,300 gpd of potable water (13.8 acre-feet per year). These values are small compared to the value of 374.3 acre-feet per year average safe yield found available from the aquifer. Effluent from the hotel use would be treated at the tertiary treatment plant operated by the Reservation, and the water used directly for irrigation of facility landscaping, thus minimizing facility impact on ground water levels.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation off-site.

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project does not involve construction of new or expanded development that could alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site. The project site is completely developed, paved or landscaped, and the proposed project will not alter the existing natural topography, vegetation, or drainage courses on-site or off-Reservation.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding off-site?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project does not involve construction of new or expanded development that could alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. The project site is completely developed, paved or landscaped, and the proposed project will not alter the existing natural topography, vegetation, or drainage courses on-site or off-Reservation.

- e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff off-Reservation?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☒ Less than Significant Impact
- ☐ No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The project will not introduce any new impervious surfaces since the project site is currently developed, paved or landscaped. Construction BMPs will limit runoff of any construction-related stormwater pollution.

- f) Place within a 100-year flood hazard area structures, which would impede or redirect off-Reservation flood flows?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☒ No Impact

Discussion/Explanation:

**No Impact:** No 100-year flood hazard areas were identified or are expected to occur on the project site. The 100-year flood hazard area is totally contained within Viejas Creek, which is outside of the proposed project's footprint; therefore, no impact will occur.

- g) Expose off-Reservation people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☒ No Impact

Discussion/Explanation:

**No Impact:** The project does not include any dam or levee or source of potential floodwaters. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

#### **IX. LAND USE AND PLANNING** -- Would the project:

- a) Conflict with any off-Reservation land use plan, policy, or regulation of an agency adopted for the purpose of avoiding or mitigating an environmental effect?

- ☐ Potentially Significant Impact
- ☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact
- ☒ No Impact

Discussion/Explanation:

**No Impact:** As demonstrated elsewhere in the Initial Study Checklist, the project would not result in any significant land-use related effect.

- b) Conflict with any habitat conservation plan, or natural communities conservation plan covering off-Reservation lands?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The Tribe is not a party to any habitat conservation plan, or natural communities conservation plan covering off-Reservation lands. Lands that fall under such plans occur off-Reservation and would not be affected by the proposed project. There would be no impact.

**X. MINERAL RESOURCES** -- Would the project:

- a) Result in the loss of availability of a known off-Reservation mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project would not affect any off-Reservation land. There would be no impact.

- b) Result in the loss of availability of an off-Reservation locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project would not affect any off-Reservation land. There would be no impact.



**XI. NOISE** -- Would the project result in:

- a) Exposure of off-Reservation persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Potentially Significant Impact:** The project site is far enough away from existing off-Reservation uses that noise levels associated with operation of the new hotel would not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable standards for the following reasons:

General Plan – Noise Element

The County of San Diego General Plan, Noise Element, Policy 4b addresses noise sensitive areas and requires an acoustical study to be prepared for any use that may expose noise sensitive areas to noise in excess of a Community Noise Equivalent Level (CNEL) of 60 decibels (dBA). Noise sensitive areas include residences, hospitals, schools, libraries or similar facilities where quiet is an important attribute. Residences are the only noise sensitive uses near the project area. Project implementation is not expected to expose existing or planned noise sensitive areas to project-related noise in excess of the CNEL 60 dB(A) because of the distance of the project site and existing parking lots to such off-reservation uses. Therefore, it is expected that the project will not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, Noise Element. However, a noise study will be conducted as part of the TEIR in order to confirm that expectation.

Noise Ordinance – Section 36-404

Non-transportation noise generated by the project is not expected to exceed the standards of the County of San Diego Noise Ordinance (Section 36-404) off the Reservation. The adjacent properties are zoned for low density residential, and have one-hour average sound limit of 45 to 50 dBA. The project's noise levels are not anticipated to impact adjoining properties or exceed County Noise Standards because the project does not involve any noise producing equipment that would exceed applicable noise levels at the adjoining property line. However, a noise study will be conducted as part of the TEIR in order to confirm that expectation.

Noise Ordinance – Section 36-410

The project will not generate construction noise that may exceed the standards of the County of San Diego Noise Ordinance (Section 36-410). Construction operations will occur only during permitted hours of operation pursuant to Section 36-410. Also, it is

not anticipated that the project will operate construction equipment in excess of 75 dB for more than an 8 hours during a 24-hour period.

Cumulative noise effects would be less than significant because the project will be in compliance with General Plan Noise Element and Noise Ordinance as described above, and because of the distance, topography, and vegetation between the existing Casino and Outlet Center and off-Reservation residential uses. With regard to traffic noise, traffic studies prepared for the 2005 Casino Expansion TEIR found that the maximum ADT along West Willows Road was projected at no more than 17,740 vehicles per day. Noise studies recently completed for the Oceanside Circulation Element Update (Appendix B, Table 2a) indicate that such a level of traffic would result in a sound level of 73.9 dBA at 50 feet from the center of the travel lane. This value exceeds the County's Noise Ordinance limits for adjacent residential uses. However, the increase in traffic (and associated noise) related to the proposed hotel is expected to be a tiny fraction of the existing traffic, since many of the hotel guests are expected to be Casino patrons, who would have been there anyway, but who decided to stay over at the hotel. This assumption will be addressed as part of the TEIR traffic study, and the results used to calculate project-related noise impacts.

b) Exposure of off-Reservation persons to excessive groundborne vibration or groundborne noise levels?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Potentially Significant Impact:**

The project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels in the surrounding area. Construction of the proposed hotel could result in temporary off-site vibration. Whether that vibration level would be considered significant at the nearest existing off-Reservation homes will be reviewed as part of the TEIR noise study.

c) A substantial permanent increase in ambient noise levels in the off-Reservation vicinity of the project?

☐ Potentially Significant Impact

☒ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Less Than Significant Impact:** Studies completed by the Organization of Industry Standards (ISO 362; ISO 1996 1-3; ISO 3095; and ISO 3740-3747) state an increase of

10 dB is perceived as twice as loud and is perceived as a significant increase in the ambient noise level. Typically, a 3 dB increase in ambient sound levels would be perceptible, and has been used as a significance criterion for noise impacts.

It is possible that noise during construction of the hotel could result in temporary off-Reservation impacts at nearby off-Reservation homes, but project compliance with County construction noise regulations and procedures make it unlikely that such temporary impacts would be found significant. It is also considered unlikely that hotel operations after completion of construction would result in significant noise impacts, but these issues will be addressed in the TEIR noise study.

d) A substantial temporary or periodic increase in ambient noise levels in the off-Reservation vicinity of the project?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Potentially Significant Impact:** The project does not involve any uses that may create substantial temporary or periodic increases in ambient noise levels in the project vicinity including but not limited to extractive industry; outdoor commercial or industrial uses that involve crushing, cutting, drilling, grinding, or blasting of raw materials; truck depots, transfer stations or delivery areas; or outdoor sound systems. However, increases in Casino-related traffic along Willows Road may result in periods of traffic noise. This issue will be addressed in the TEIR noise study.

Also, general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410), which are derived from State regulations to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36-410. Also, it is not anticipated that the project will operate construction equipment in excess of 75 dB for more than an 8 hours during a 24-hour period. Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

## **XII. POPULATION AND HOUSING** -- Would the project:

a) Induce substantial off-Reservation population growth?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The proposed project will not induce substantial population growth in the area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere off-Reservation?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The proposed project will not displace any existing housing since the site is currently used for commercial uses.

### **XIII. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered off-Reservation governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

☐ Potentially Significant Impact

☒ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The proposed hotel project represents an incremental expansion of an existing Casino complex. Schools, parks and other public facilities are not required to support this expansion. Fire protection is provided by Viejas Tribal Government and through the Tribe's cooperative agreements with neighboring Fire Districts. Police protection is provided by the Viejas Security Department and by

contract with the San Diego County Sheriff. It is not anticipated that this expansion will substantially change the level of service currently provided by the Sheriff.

#### **XIV. RECREATION**

- a) Would the project increase the use of existing off-Reservation neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless  
Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project does not propose any residential use, included but not limited to a residential subdivision, mobile home park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

#### **XV. TRANSPORTATION/TRAFFIC** -- Would the project:

- a) Cause an increase in off-Reservation traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless  
Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

**Potentially Significant Impact:** It is possible that the proposed hotel project will result in additional daily trips on Willows Road west of the Reservation. The exact number of **additional** trips will need to be determined in a traffic study, because many of the persons using the hotel are likely to already have travelled to this Reservation to access gaming, shopping or entertainment. This is considered a potentially significant impact. A traffic study will be prepared to determine if the project would result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at nearby intersections.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated off-Reservation roads or highways?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** Willows Road and I-8 in the vicinity of the Reservation are not congestion management roads. No impact is anticipated.

- c) Substantially increase hazards due to an off-Reservation design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- ☒ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☐ No Impact

Discussion/Explanation:

**Potentially Significant Impact:** A traffic study will be prepared to investigate if there are off-Reservation hazardous design features that would be used by the guests and suppliers of the proposed hotel. If such features are discovered, the traffic study will include an assessment of whether the project substantially increases hazards at such features. Interstate 8 and Willows Road in the project vicinity are not known to carry incompatible vehicles and the guests and suppliers of the hotel casino would not operate incompatible vehicle.

- d) Result in inadequate emergency access for off-Reservation responders?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** The proposed project will not result in inadequate emergency access. The project is not served by a dead-end road; therefore, the project has adequate emergency access for off-Reservation responders.

#### **XVI. UTILITIES AND SERVICE SYSTEMS** -- Would the project:

- a) Exceed off-Reservation wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** The project proposes to discharge wastewater to a community sewer system that is located on the Reservation, run by the Tribe, and permitted to operate by the United State Environmental Protection Agency. Effluent is not discharged off-Reservation; therefore, there are no applicable off-Reservation wastewater treatment requirements.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant off-Reservation environmental effects?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** Anticipated maximum project-related potable water use and anticipated sewage effluent volumes are estimated to total 12,300 gallons per day, or 13.8 acre-feet per year (Wunderlin Engineering, 2011). This compares to existing water use of 209.7 acre-feet per year. The capacity of the existing sewage treatment facilities is 300,000 gpd (2005 Viejas Casino Expansion TEIR, RTC SDCo1-15), and existing effluent would not exceed a peak of 232,000 gpd. Therefore at least 68,000 gpd of sewage treatment capacity is available. Therefore, the project does not require the construction or expansion of water or wastewater treatment facilities. Therefore, the project will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities that could cause significant off-Reservation environmental effects.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant off-Reservation environmental effects?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

**No Impact:** The project does not include new or expanded storm water drainage facilities. The project does not involve any landform modification or require any source treatment or structural Best Management Practices for storm water during operations. (Construction BMPs will be employed during project construction.) Therefore, the project will not require any construction of new or expanded facilities that could cause significant environmental effects.



- d) Result in a determination by an off-Reservation wastewater treatment provider (if applicable), which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- ☐ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☒ No Impact

Discussion/Explanation:

**No Impact:** The project will receive wastewater service from the on-Reservation Viejas Water Reclamation Plant. There will be no project-related effect on any off-Reservation wastewater treatment provider.

#### **XVII. CUMULATIVE EFFECTS:**

- a) Would the project have impacts that are individually limited, but cumulatively considerable off-Reservation? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past, current, or probable future projects.

- ☒ Potentially Significant Impact  
☐ Potentially Significant Unless Mitigation Incorporated

- ☐ Less than Significant Impact  
☐ No Impact

Discussion/Explanation:

**Potentially Significant Impact:** Traffic and air quality impacts may be cumulatively significant as described above. Potential cumulative impacts will be addressed during TEIR preparation.